NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ADAK I., AK

ADAK ..... **NDB/DME Rwy 23[1]**
RNAV (GPS) Rwy 23[2]

[1]Categories A,B, 1600-2; Categories C,D, 1600-3.
[2]Categories A,B,C, 1300-3; Category D, 1600-3.

AKHIOK, AK

AKHIOK ..... **RNAV(GPS)-A**
NA when local weather not available.

ALLEN AAF, AK

ORIG B 08325
DELTA JUNCTION/
FORT GREELY ..... **ILS or LOC/DME Rwy 10**
NA when control tower closed.

ANAKTUVUK PASS, AK

ANAKTUVUK PASS ..... **RNAV(GPS)-A**
Categories A,B, 3100-2; Category C, 3100-3; Category D, 3200-3.

ANCHORAGE, AK

MERRILL FIELD ..... **RNAV(GPS)-A**
NA when local weather not available.

TED STEVENS
ANCHORAGE INTL .. **ILS or LOC/DME Rwy 7L[1]**
ILS or LOC/DME Rwy 7R[1]
RNAV (GPS) Rwy 7L,800-2¼
VOR Rwy 7R[2]

[1]ILS, Category D, 700-2; Category E, 800-2¾.
LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

ANIAK, AK

ANIAK ..... **LOC/DME Rwy 10[1]**
RNAV (GPS) Rwy 28[2]

[1]Category D, 800-2¼.
[2]NA when local weather not available.

NAME — ALTERNATE MINIMUMS

ANVIK, AK

ANVIK ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

[2]NA when local weather not available.

ATQASUK, AK

ATQASUK EDWARD BURNELL SR MEMORIAL ..... **NDB Rwy 6**
NDB Rwy 24
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.

BARROW, AK

WILEY POST-WILL ROGERS MEMORIAL ..... **NDB Rwy 24**
Category C, 800-2¼; Category D, 800-2½.

BARTER ISLAND, AK

BARTER ISLAND LRRS ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

BETTLES, AK

BETTLES ..... **RNAV (GPS) Rwy 19**
Category D, 800-2¼.

BUCKLAND, AK

BUCKLAND ..... **NDB/DME Rwy 11**
NDB/DME Rwy 29
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29
NA when local weather not available.

CHEVAK, AK

CHEVAK ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

DEADHORSE, AK
DEADHORSE ..... **ILS or LOC/DME Rwy 5**
LOC/DME BC Rwy 23
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR/DME Rwy 5
VOR/DME Rwy 23
VOR Rwy 5
VOR Rwy 23
NA when local weather not available.

DEERING, AK
DEERING ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 29
Category C, 800-2¼.

DILLINGHAM, AK
DILLINGHAM ..... **LOC/DME Rwy 19**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
VOR Rwy 1
VOR/DME Rwy 19
NA when local weather not available.

EMMONAK, AK
EMMONAK ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR Rwy 16
VOR Rwy 34
NA when local weather not available.

FAIRBANKS, AK
FAIRBANKS INTL ..... **ILS or LOC Rwy 2L[1]**
ILS or LOC Rwy 20R[1]
VOR or TACAN Rwy 20R[2]
[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 900-2¾, Category E, 900-3.

GALENA, AK
EDWARD G. PITKA, SR ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

GAMBELL, AK
GAMBELL ..... **NDB/DME Rwy 34[1]**
NDB Rwy 16[2]
[1]Categories A,B, 900-2; Category C, 900-2½; Category 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.

GUSTAVUS, AK
GUSTAVUS ..... **RNAV (GPS) Rwy 29[1]**
VOR/DME Rwy 29[2]
[1]NA when local weather not available.
[2]Categories A,B, 1100-2; Categories C,D, 1100-3.

HOLY CROSS, AK
HOLY CROSS ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

HOMER, AK
HOMER ..... **RNAV (GPS) Y Rwy 21**
Categories A,B, 1200-2; Categories C,D, 1200-3.

HOOPER BAY, AK
HOOPER BAY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR/DME Rw 31
NA when local weather not available.

IGIUGIG, AK
IGIUGIG ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

JUNEAU, AK
JUNEAU INTL ..... **LDA X Rwy 8**
RNAV (GPS) V Rwy 8[2]
[1]Day, Categories A,B, 3000-5; Category C, 3200-5; Category D, 3500-5. Night Category A, 3000-5; Category B, 3000-10; Category C, 3200-10; Category D, 3500-10.
[2]Categories A,B, 1900-2½.

KAKE, AK
KAKE ..... **NDB/DME Rwy 11[1]**
RNAV (GPS) Rwy 11[2]
NA when local weather not available.
[1]Categories A,B, 1000-2; Category C, 1000-2¾.
[2]Categories A,B, 1000-2; Category C, 1000-3.

KALSKAG, AK
KALSKAG ..... **RNAV (GPS)-A**
RNAV (GPS) Rwy 6
NA when local weather not available.

KALTAG, AK
KALTAG ..... **RNAV (GPS) Rwy 3[1]**
RNAV (GPS) Rwy 21[2]
[1]Categories A,B, 1200-2;Category C, 1200-3.
[2]Category C, 800-2¼.

NAME — ALTERNATE MINIMUMS

KENAI, AK

KENAI MUNI ..... **ILS or LOC Rwy 19R**
RNAV (GPS) Rwy 1L
RNAV (GPS) Rwy 19R
VOR/DME Rwy 1L
VOR Rwy 19R

NA when local weather not available.

KETCHIKAN, AK

KETCHIKAN
INTL ..... **ILS or LOC/DME Y Rwy 11[1]**
ILS or LOC/DME Z Rwy 11[1]
LOC/DME X Rwy 11[2]

[1]ILS, LOC, Categories A,B,C, 900-2; Category D, 900-2¼.
[2]Category A, 2400-2; Category B, 2700-2; Category C, 2900-3; Category D, 3200-3.

KING COVE, AK

KING COVE ..... **RNAV (GPS)-A**

Category A, 2000-6; Category B, 2100-6.

KING SALMON, AK

KING SALMON ..... **ILS or LOC/DME Rwy 12[12]**
LOC/DME BC Rwy 30[23]
RNAV (GPS) Rwy 12[3]
RNAV (GPS) Rwy 30[3]
VOR/DME or TACAN Rwy 30[3]
VOR or TACAN Rwy 12[3]

[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[2]NA when control tower closed.
[3]Category E, 800-2¼.

KIVALINA, AK

KIVALINA ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

KLAWOCK, AK

KLAWOCK ..... **NDB/DME Rwy 2**

Categories A,B, 1200-2; Category C, 1200-3.

KODIAK, AK

KODIAK ..... **ILS or LOC/DME Y Rwy 25[1]**
RNAV (GPS) Rwy 25[2]
VOR Y Rwy 25[3]

[1]ILS, Category A, 600-2½; Category B,1000-2½; Category C, 1200-3; Category D, 1600-4. LOC, Category A,800-2½; Category B, 1000-2½; Category C, 1200-3; Category D, 1600-4.
[2]Category A, 800-2¾; Category B, 1000-2¾; Category C, 1200-3; Category D, 1600-3.
[3]Category B, 1000-2; Category C, 1200-3; Category D, 1600-3.

NAME — ALTERNATE MINIMUMS

KOTZEBUE, AK

RALPH WIEN
MEMORIAL ..... **ILS or LOC/DME Rwy 9**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR/DME Rwy 9
VOR Rwy 27
VOR/DME Y Rwy 27
VOR/DME Z Rwy 27

NA when local weather not available.

KOYUK, AK

KOYUK ALFRED ADAMS ..... **NDB Rwy 1[1]**
NDB/DME Rwy 1[2]
RNAV (GPS) Rwy 1[2]

[1]Categories A,B, 900-2; Category C, 900-2¾.
[2]Category C, 800-2¼.

MANOKOTAK, AK

MANOKOTAK ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

NA when local weather not available.

MARSHALL, AK

MARSHALL
DON HUNTER SR ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS)-A[2]

NA when local weather not available.
[1]Categories A,B, 1300-2.
[2]Category B, 1000-2.

MC GRATH, AK

MC GRATH ..... **LOC/DME Rwy 16[1]**
RNAV (GPS) Rwy 16[1]
VOR/DME-C[1]
VOR/DME or TACAN Rwy 16[1]
VOR-A[2]

[1]Category D, 900-2¾.
[2]Categories A,B, 1100-2; Categories C,D, 1100-3.

MEKORYUK, AK

MEKORYUK ..... **NDB-B**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

Category D, 800-2¼.

MINCHUMINA, AK

MINCHUMINA ..... **NDB Rwy 3[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 21[3]

[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

MOUNTAIN VILLAGE, AK
MOUNTAIN VILLAGE ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

NENANA, AK
NENANA MUNI ..... **NDB Rwy 4L**
RNAV (GPS) Rwy 4L
NA when local weather not available.

NEW STUYAHOK, AK
NEW STUYAHOK ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

NOATAK, AK
NOATAK ..... **NDB/DME Rwy 1**
NA when local weather not available.

NOME, AK
NOME ..... **NDB/DME Rwy 3**
NDB-A
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
VOR Rwy 28
Category D, 800-2½.

NUIQSUT, AK
NUIQSUT ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

PALMER, AK
PALMER MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS)-A
Category D, 800-2¼.
NA when local weather not available.

PERRYVILLE, AK
PERRYVILLE ..... **RNAV (GPS) Rwy 2**
NA except Cats A, B, 1600-2 for operators with approved weather reporting service.

PETERSBURG, AK
PETERSBURG
JAMES A. JOHNSON ..... **LDA/DME-D**
Categories A,B, 2000-4; Category C, 2000-5.

PILOT POINT, AK
PILOT POINT ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

NAME ALTERNATE MINIMUMS

PLATINUM, AK
PLATINUM ..... **RNAV (GPS) Rwy 13**
NA when local weather not available.

PORT HEIDEN, AK
PORT HEIDEN ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 13
NA when local weather not available.

RUBY, AK
RUBY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

RUSSIAN MISSION, AK
RUSSIAN MISSION ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35[1]
NA when local weather not available.
[1]Categories A, B, 1400-2.

ST. GEORGE, AK
ST. GEORGE ..... **LOC/DME-C[1]**
RNAV (GPS) D[2]
[1]Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 800-2¼.

ST. MARY'S, AK
ST. MARY'S ..... **LOC/DME Rwy 17**
NDB Rwy 35[1]
RNAV (GPS) Y Rwy 17
RNAV (GPS) Z Rwy 17
RNAV (GPS) Y Rwy 35[2]
RNAV (GPS) Z Rwy 35[2]
NA when St. Mary's weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2¼.

ST. MICHAEL, AK
ST. MICHAEL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

ST. PAUL ISLAND, AK
ST. PAUL ISLAND .... **ILS or LOC/DME Rwy 36[1]**
LOC/DME BC Rwy 18[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[3]
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D 800-2½.

NAME ALTERNATE MINIMUMS

SAND POINT, AK
SAND POINT ..... **NDB Rwy 13[1]**
NDB/DME Rwy 13[2]
NDB/DME Rwy 31[3]
RNAV (GPS) Rwy 13[4]
[1]Categories A,B, 1800-2; Categories C,D, 1800-3.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

SCAMMON BAY, AK
SCAMMON BAY ..... **RNAV (GPS) Rwy 10[1]**
RNAV (GPS) Rwy 28[2]
RNAV (GPS)-B[3]
NA when local weather not available.
[1]Categories A, B, 1100-2.
[2]Categories A, B, 1300-2.
[3]Categories A, B, 800-2¼.

SELAWIK, AK
SELAWIK ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Y Rwy 22
RNAV (GPS) Z Rwy 22
RNAV (GPS) Rwy 27
VOR Rwy 4
VOR Rwy 22
NA when local weather not available.

SITKA, AK
SITKA ..... **VOR/DME-A**
Categories A,B,C,D, 800-2¼.

SOLDOTNA, AK
SOLDOTNA ..... **NDB/DME Rwy 7[1]**
NDB Rwy 25[1]
RNAV (GPS) Rwy 7[23]
RNAV (GPS) Rwy 25[3]
VOR-A[4]
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2¼.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

TALKEETNA, AK
TALKEETNA ..... **NDB Rwy 36[1]**
VOR/DME Rwy 36[2]
VOR-A[2]
[1]Category C, 800-2½, Category D, 800-2½.
[2]Category D, 800-2¼.
NA when Talkeetna weather not available.

NAME ALTERNATE MINIMUMS

TANANA, AK
RALPH M. CALHOUN
MEMORIAL ..... **RNAV (GPS) Rwy 7**
NA when local weather not available.

TOGIAK VILLAGE, AK
TOGIAK ..... **NDB-B**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

TOKSOOK BAY, AK
TOKSOOK BAY ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

UNALAKLEET, AK
UNALAKLEET ..... **LOC/DME Rwy 15**
RNAV (GPS)-A
RNAV (GPS) Rwy 33
VOR/DME-D,800-4
NA when local weather not available.

UNALASKA, AK
UNALASKA **NDB-A,**3000-4
NA when Unalaska weather not available.

VALDEZ, AK
VALDEZ PIONEER FIELD ..... **LDA/DME-H**
Categories A,B,C,D, 4500-5.

WAINWRIGHT, AK
WAINWRIGHT ..... **NDB Rwy 5**
NDB Rwy 23
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

WASILLA, AK
WASILLA ..... **RNAV (GPS) Rwy 3**
Categories A, B 1100-2.

WRANGELL, AK
WRANGELL ..... **LDA/DME-C,**5000-3[1]
LDA/DME-D,5000-3[1]
RNAV (GPS)-A[23]
[1]NA when Wrangell weather not available.
[2]Categories A, B, 2800-2; Categories C, D, 2800-3.
[3]NA when local weather not available.

ELMENDORF AFB, AK

ELEV **212**

ANCHORAGE (07298)

ANCHORAGE APP CON- 118.6 290.5 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR(A)(B) (C)	6	3.0°/56/1094	AB	**374**/18	200	(200-½)	CDE	**374**/24	200	(200-½)

(A) PAR available by NOTAM.
(B) Maintenance Period 1400-1600Z Monday and Wednesday.
(C) When ALS inoperative, increase RVR to 40 and vis to ¾ for all categories.

LADD AAF, AK

ELEV **454**

FAIRBANKS/FORT WAINWRIGHT (Amdt 9, 09295)

RADAR 1(D) **- FAIRBANKS APP CON -** 126.5 381.4 125.35 363.2 **(E)**

▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR (A)	25	3.0°/60/1150	ABCDE	**654**-½	200	(200-½)
PAR W/O GS (B)	25		AB	**960**-½	506	(600-½)
			CD	**960**-1	506	(600-1)
			E	**960**-1¼	506	(600-1¼)
CIR (C)	25		AB	**960**-1	506	(600-1)
			C	**1000**-1½	546	(600-1½)
			D	**1020**-2	566	(600-2)
			E	**1200**-2¾	746	(800-2¾)

(A) When ALS inop, increase CAT E vis to ¾ mile. (B) When ALS inop, increase CAT E vis to 1¾ miles.
(C) Circling not authorized N of Rwy 7-25. (D) Procedure NA when control tower closed.

LADD AAF, AK

ELEV **454**

FAIRBANKS/FORT WAINWRIGHT (Amdt 1, 09295)

RADAR 2(B) **- FAIRBANKS APP CON -** 126.5 381.4 125.35 363.2 **(E)**

▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR (C)	25		AB	**1120**-½	666	(700-½)	C	**1120**-1¼	666	(700-1¼)
			D	**1120**-1½	666	(700-1½)	E	**1120**-1¾	666	(700-1¾)
CIR (A)	25		AB	**1120**-1	666	(700-1)	C	**1120**-1¾	666	(700-1¾)
			D	**1120**-2	666	(700-2)	E	**1200**-2¾	746	(800-2¾)

(A) Circling not authorized N of Rwy 7-25. (B) Procedure NA when control tower closed. (C) When ALS inop, increase CAT E vis to 2¼ miles.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ADAK ISLAND, AK

ADAK (ADK)

AMDT 2 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** Std. w/ min. climb of 370 feet per NM to 4400, or 4400-3 for climb in visual conditions. **Rwy 18,** NA-obstacles. **Rwy 23**, Std. w/ min. climb of 622 feet per NM to 4600, or 4400-3 for climb in visual conditions. **Rwy 36,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5,** Climb via 054° bearing from ADK NDB/DME to 4400, then climbing right turn to 5600 direct ADK NDB/DME. Continue climb in ADK NDB/DME holding pattern (hold, NE, RT, 234° inbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight, or for climb in visual conditions: Cross ADK NDB/DME at or above 5600 before proceeding on course. **Rwy 23,** Climb to 4600 direct ADK NDB/DME and via 234° bearing from ADK NDB/DME then climbing left turn to 5600 direct ADK NDB/DME, continue climb in ADK NDB/DME holding pattern (hold, NE, RT, 234°nbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight, or for climb in visual conditions: cross ADK NDB/DME at or above 5600 before proceeding on course.

NAME	TAKE-OFF MINIMUMS

ADAK (ADK) (CON'T)

NOTE: **Rwy 5,** Rising terrain beginning 39' from departure end of runway, 470' left of centerline, up to 50' MSL. Rising terrain beginning 68' from departure end of runway, 244' right of centerline, up to 23' MSL. **Rwy 23,** Rising terrain beginning 17' from departure end of runway, 356' right of centerline, up to 283' MSL. Bush 1.8NM from departure end of runway, 1470' right of centerline, up to 10' AGL/507' MSL. Bush 2 NM from departure end of runway, 20' left of centerline, up to 10' AGL/504' MSL. Bush 3766' from departure end of runway, 142' right of centerline, 10' AGL/310' MSL.

AKHIOK, AK

AKHIOK (AKK)

ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** N/A-obstacles.

DEPARTURE PROCEDURE: **Rwy 4,** use JOGMO DEPARTURE.

AKIAK, AK

AKIAK (AKI)

ORIG 09239 (FAA)

DEPARTURE PROCEDURE: Use AKIAK DEPARTURE.

ALLAKAKET, AK

ALLAKAKET (6A8)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 240' to 5300, or 1200-2½ for climb in visual conditions. **Rwy 23,** std. w/ min. climb of 220' to 5300, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 052° to 3500 before proceeding on course. **Rwy 23,** climb via heading 232° to 2400 before proceeding on course. **Rwys 5, 23,** for climb in visual conditions: Cross Allakaket Airport at or above 1500 before proceeding on course.

NOTE: **Rwy 5,** tree 799' from DER, 606' right of centerline, 40' AGL/532' MSL. Tree 1297' from DER, 664' right of centerline 40' AGL/534' MSL. Tree 2007' from DER, 342' right of centerline 40' AGL/498' MSL.

ALLEN AAF (PABI)

DELTA JUNCTION/FORT GREELY,AK . 07354

DEPARTURE PROCEDURE: **Rwys 19, 25, 28** climbing right turn via heading 332° and BIG VORTAC R-287 to 3500, thence... **Rwys 1, 7, 10,** climbing left turn via heading 242° and BIG VORTAC R-287 to 3500, thence...

...for V444 westbound departures continue on course, all others turn right direct BIG VORTAC or DJN NDB and proceed via airway radials/bearings on course.

NOTE: **Rwy 1**, multiple trees and fence beginning 46' from DER, 326' right of centerline, up to 59' AGL/1284' MSL. **Rwy 7**, multiple trees, fence, and REILS beginning 32' from DER, left and right of centerline, up to 67' AGL/1329' MSL. **Rwy 10**, multiple trees, fence, and REILS beginning 41' from DER, left and right of centerline, up to 70' AGL/1331' MSL. **Rwy 19**, multiple trees and power poles beginning 415' from DER, left and right of centerline, up to 46' AGL/1337' MSL. Rwy 25, multiple trees and fence beginning 86' from DER, left and right of centerline, up to 45' AGL/1317' MSL. **Rwy 28**, multiple trees and REILS beginning 4' from DER, left and right of centerline, up to 47' AGL/1301' MSL.

AMBLER, AK

AMBLER (AFM)
ORIG 82077 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, turn right. **Rwy 18**, turn left, climb SE bound on 150° bearing from AMF NDB to 2000, then climb on course.

ANAKTUVUK PASS, AK

ANAKTUVUK PASS (AKP)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 2,** Use AKUMY DEPARTURE (RNAV).

ANCHORAGE, AK

TED STEVENS ANCHORAGE INTL (ANC)
AMDT 5 01305 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7L**, 3300-1, or std. with a minimum climb of 320' per NM to 3400'. **Rwy 7R**, 2800-1 or std. with a minimum climb of 290' per NM to 2900.

DEPARTURE PROCEDURE: Departures 020° CW to 160°. **Rwys 7L, 7R,** climb straight ahead to 2000 or ANC VOR/DME 9 DME/BGQ R-152, whichever comes first, then turn right to heading 190° to intercept ENA R-025. Continue in a climb to 5000, prior to proceeding on course. **Rwy 14**, turn right to 200°, climb to 2000, intercept the ENA R-025, climb to 5000 prior to proceeding on course. **Rwys 25L, 25R, 32,** climb direct ANC VOR/DME. Cross ANC VOR/DME at or above 4000, continue on course. If required, climb in a holding pattern, (SW, right turns, 053° inbound). Departures 161° CW to 270°. **Rwys 7L, 7R,14,** departure as above to 3000 prior to proceeding on course. **Rwys 25L, 25R, 32,** climb on course. Departures 271° CW to 019°. **Rwys 7L, 7R,** climb to 2000, or the ANC 11 DME, left turn, climb inbound on the BGQ R-145 to 3000, then climb on course. **Rwy 14,** turn right, climb on course. **Rwys 25L, 25R, 32,** climb on runway heading to 2000, then climb on course.

MERRILL FIELD (MRI)

TAKE-OFF MINIMUMS: **Rwys 4,22,** NA. **Rwy 25**, 400-1. **Rwy 16,** 500-1.

DEPARTURE PROCEDURE: **Rwy 34**, climb on runway heading to 500. **Rwy 7**, turn right after take-off, N bound (360°) through SE bound (170°) IFR departures, climb direct to Anchorage VORTAC/ Campbell Lake NDB to cross VORTAC/Campbell Lake NDB at or above MCA before proceeding on course.

ANIAK, AK

ANIAK (ANI)
AMDT 2 01081 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1800 before turning on course. **Rwy 28,** climb runway heading to 1300 before turning on course.

ANVIK, AK

ANVIK (ANV)
ORIG 08269 (FAA)

NOTE: **Rwy 17,** multiple trees beginning 56' from departure end of runway, 30' left of centerline, up to 50' AGL/436' MSL. Multiple trees beginning 87' from departure end of runway, 38' right of centerline, up to 50' AGL/349' MSL. **Rwy 35,** Multiple trees beginning 93' from departure end of runway, 129' left of centerline, up to 50' AGL/349' MSL. Multiple trees beginning 8' from departure end of runway, 10' right of centerline, up to 50' AGL/366' MSL.

ARCTIC VILLAGE, AK

ARCTIC VILLAGE (ARC)
ORIG 06047 (FAA)

DEPARTURE PROCEDURE: Use TUVVO DEPARTURE.

ATKA, AK

ATKA (AKA)
ORIG 00055 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 500-2. **Rwy 33,** 600-2.
DEPARTURE PROCEDURE: **Rwy 15,** use ATKA ONE DEPARTURE. **Rwy 33,** use EIVRS ONE DEPARTURE.

BARTER ISLAND, AK

BARTER ISLAND LRRS (BTI)
ORIG 09351 (FAA)
NOTE: **Rwy 7,** ship 26' from DER, 354' right of centerline, 50' MSL. **Rwy 25,** ship 215' from DER, 157' left of centerline, 50' MSL.

BEAVER, AK

BEAVER (WBQ)
ORIG 09239 (FAA)
NOTE: **Rwy 5,** multiple trees beginning 229' from DER, 262' right of centerline, up to 60' AGL/419' MSL. Multiple trees beginning 1263' from DER, 373' right of centerline, up to 60' AGL/419' MSL. Vehicle on road 392' from DER, 9' right of centerline, 10' AGL/369' MSL. **Rwy 23,** multiple trees beginning 1259' from DER, 374' right of centerline, up to 60' AGL/419' MSL. Multiple trees beginning 1277' from DER, 366' left of centerline, up to 60' AGL/419' MSL.

BETHEL, AK

BETHEL (BET)
AMDT 3 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 30,** 1¼ or std. w/ min. climb of 245' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 1L,** tree 6' from departure end of runway, 218' right of centerline, 35' AGL/105' MSL. Tree 210' from departure end of runway, 251' left of centerline, 35' AGL/111' MSL. **Rwy 1R,** tree 125' from departure end of runway, 452' left of centerline, 35' AGL/125' MSL. **Rwy 12,** multiple trees beginning 508' from departure end of runway, 129' left of centerline, up to 35' AGL/144' MSL. **Rwy 19L,** multiple trees beginning 21' from departure end of runway, 175' right of centerline, up to 35' AGL/130' MSL. **Rwy 19R,** multiple trees beginning 21' from departure end of runway, 313' left of centerline, up to 35' AGL/130' MSL. **Rwy 30,** tree 95' from departure end of runway, 140' right of centerline, 35' AGL/128' MSL. Multiple towers 5771' from departure end of runway, 65' right of centerline, up to 147' AGL/297' MSL.

BETTLES, AK

BETTLES (BTT)
AMDT 2 07242 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 400' per NM to 2500 or 3100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 012° to 2500 then climbing left turn to 3600 direct BTT VOR/DME. Climb in BTT VOR/DME holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above 3600 or as directed by ATC. For climb in visual conditions: cross Bettles VOR/DME at or above 3600 MSL before proceeding on course. **Rwy 19,** climb heading 192° to 1800 then climbing left turn to 3600 direct BTT VOR/DME. Climb in BTT VOR/DME holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above 3600 or as directed by ATC.
NOTE: **Rwy 1,** multiple trees beginning 450' from departure end of runway, 267' right of centerline, up to 47' AGL/691' MSL. Multiple trees beginning 80' from departure end of runway, 148' left of centerline, up to 16' AGL/664' MSL. Antenna on building 395' from departure end of runway, 161' right of centerline, 14' AGL/658' MSL, DME antenna 412' from departure end of runway, 205' right of centerline, 12' AGL/656' MSL. **Rwy 19,** multiple trees beginning 140' from departure end of runway, 94' right of centerline up to 38' AGL/670' MSL. Multiple trees beginning 286' from departure end of runway, 152' left of centerline, up to 26' AGL/658' MSL.

BIG LAKE, AK

BIG LAKE (BGQ)
AMDT 1 06159 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ a min. climb of 310' per NM to 700, or 900-2½ for climb in visual conditions. **Rwy 25,** 400-2 or std. w/ a min climb of 300' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 7,** climbing left turn direct to BGQ VORTAC, thence..., or for climb in visual conditions: cross Big Lake Airport at or above 900 then proceed direct BGQ VORTAC, thence...**Rwy 25,** climbing right turn direct to BGQ VORTAC, thence...
...climb in holding pattern (hold south, left turn, 350° inbound) to MCA or MEA for route of flight.
NOTE: **Rwy 7,** bushes beginning 33' from departure end of runway, 335' left of centerline, up to 10' AGL/259' MSL. Multiple trees beginning 1150' from departure end of runway, 310' left of centerline, up to 85' AGL/434' MSL. Multiple trees beginning 2412' from departure end of runway, 594' right of centerline, up to 85' AGL/302' MSL. Terrain beginning 1.7 NM from departure end of runway, 470' right of centerline, 549' MSL. **Rwy 25,** multiple trees beginning 33' from departure end of runway, 129' left of centerline, up to 85' AGL/495' MSL. Mulitple trees beginning 960' from departure end of runway, 185' right of centerline, up to 85' AGL/281' MSL. Terrain beginning 1.7 NM from departure end of runway, 1422' left of centerline, 511' MSL.

BUCKLAND, AK

BUCKLAND (BVK)
AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** std. w/ min. climb of 325' per NM to 1800, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11,** climbing left turn to 3000 heading 280°, 314° bearing from BVK NDB and OTZ R-133 to OTZ VOR/DME, before proceeding on course, or for climb in visual conditions: cross Buckland Airport at or above 1800 MSL before proceeding on course. **Rwy 29,** climbing right turn to 3000 via BVK 314° bearing and OTZ R-133 to OTZ VOR/DME, before proceeding on course.

NOTE: **Rwy 11,** tower 1494' from departure end of runway, 112' right of centerline, 45' AGL/120' MSL. Trees 800' from departure end of runway, left and right of centerline, 50' AGL/99' MSL, tree 6001' from departure end of runway, 1169' left of centerline, 50' AGL/199' MSL.

CAPE LISBURNE LRRS (PALU)

CAPE LISBURNE, AK . . . . . AMDT 3, 09015

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 8,** use CAPE LISBURNE DEPARTURE. **Rwy 26,** NA.

TAKE-OFF OBSTACLES: **Rwy 8,** Rising terrain to 645' MSL, from DER out to 1.4 NM, from 197' to 992' right of centerline increasing to SE. Buildings and barge area to 80' MSL, 8' inward of DER, 56' to 84' left of centerline and 486' right of centerline. Buildings to 174' MSL, 2593' beyond DER, from 129' to 625' right of centerline.

CAPE NEWENHAM LRRS (PAEH)

CAPE NEWENHAM, AK . . . . . .AMDT 2, 09015

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 14,** NA. **Rwy 32,** use CAPE NEWENHAM DEPARTURE.

TAKE-OFF OBSTACLES: **Rwy 32,** terrain, 271' MSL, 500' right of centerline. Terrain, 249' MSL, 209' from DER, 390' right of centerline.

CAPE ROMANZOF LRRS (PACZ)

CAPE ROMANZOF, AK . . . . . AMDT 3, 09015

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 2,** NA. **Rwy 20,** use CAPE ROMANZOF DEPARTURE.

TAKE-OFF OBSTACLES: **Rwy 20:** DME antenna, 455' MSL, 38' prior to DER, 252' left of centerline. Terrain, 464' MSL, 47' from DER, 512' left of centerline. Terrain, 462' MSL, 237' from DER, 563' left of centerline. Terrain, 437' MSL, 379' from DER, 507' left of centerline. Terrain, 423' MSL, 24' from DER, 310' left of centerline.

CHALKYITSIK, AK

CHALKYITSIK (CIK)
ORIG 09239 (FAA)

NOTE: **Rwy 3,** tree 330' from DER, 355' left of centerline, 15' AGL/564' MSL. Tree 1291' from DER, 191' right of centerline 15' AGL/564' MSL. **Rwy 21,** tree 237' from DER, 92' left of centerline, 15' AGL/564' MSL. Tree 692' from DER, 346' left of centerline, 15' AGL/564' MSL. Tree 909' from DER, 472' right of centerline, 15' AGL/564' MSL.

CHEVAK, AK

CHEVAK (VAK)
ORIG 07298 (FAA)

NOTE: **Rwy 2,** vegetation beginning 76' from departure end of runway, 210' left of centerline, up to 15' AGL/89' MSL. **Rwy 20,** vegetation beginning 71' from departure end of runway, 231' left of centerline, up to 15' AGL/89' MSL.

CHUATHBALUK, AK

CHUATHBALUK (9A3)
ORIG 09295 (FAA)

DEPARTURE PROCEDURE: see EBSIH DEPARTURE.

COLD BAY, AK

COLD BAY (CDB)
AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 900-2 1/2 or std. w/ min. climb of 400' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 8, 14,** Climbing left turn direct ELF NDB or CDB VORTAC, thence... **Rwy 26,** Climbing right turn direct ELF NDB or CDB VORTAC, thence.... **Rwy 32,** Climb direct to ELF NBD or CDB VORTAC, thence...

...Climb in ELF NDB holding pattern (NW, LT, 144° inbound) or CDB VORTAC holding pattern (NW, LT, 145° inbound) to MEA for direction of flight.

NOTE: **Rwy 14,** Antenna on building, 480' from departure end of runway, 237' left of centerline, 17' AGL/106' MSL. Ground 1' from departure end of runway, 300' left of centerline, 3' AGL/92' MSL. **Rwy 26,** Ground, 50' from departure end of runway, 297' right of centerline, 8' AGL/93' MSL. Road, 311' from departure end of runway, 259' left of centerline, 14' AGL/99' MSL. Road, 372' from departure end of runway, 7' right of centerline, 12' AGL/97' MSL.

COLDFOOT, AK

COLDFOOT (CXF)
ORIG 05244 (FAA)

DEPARTURE PROCEDURE: **Rwy 19,** Use BETTLES DEPARTURE.

CORDOVA, AK

MERLE K. (MUDHOLE) SMITH (CDV)
AMDT 6 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** NA- ATC. **Rwy 27,** std., do not exceed 210 knots until established on 200° bearing from GCR NDB. **Rwy 34,** NA- obstacles and ATC.

NOTE: **Rwy 9,** DME required.

NOTE: **Rwy 27,** ADF required.

DEPARTURE PROCEDURE: **Rwy 9,** climb to assigned altitude east on I-CDV course to FORAT/I-CDV 44.6 DME before proceeding on course. **Rwy 27,** climbing left turn via 200° bearing from GCR NDB to EYAKS Int, thence...

...climb in EYAKS Int holding pattern (S, RT, 020° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 9,** multiple trees and bushes beginning 149' from departure end of runway, 150' right of centerline, up to 27' AGL/119' MSL. Multiple trees, bushes, and poles beginning 197' from departure end of runway, 106' left of centerline, up to 27' AGL/130' MSL. **Rwy 27,** multiple poles and bushes beginning 162' from departure end of runway, 261' right of centerline, up to 27' AGL/53' MSL. Multiple trees beginning 69' from departure end of runway, 431' left of centerline, up to 27' AGL/48' MSL.

DEERING, AK

DEERING (DEE)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** std. w/ min. climb of 360' per NM to 800, or 1100-2 ½ for climb in visual conditions. **Rwy 29,** 300-1½ or std. w/ min. climb of 270' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 11,** for climb in visual conditions, cross Deering Airport at or above 1000 before proceeding on course. **Rwy 20,** climb heading 204° to 600 before turning left.

NOTE: **Rwy 2,** tree 82' from DER, 6' right of centerline, 30' AGL/55' MSL. Trees beginning 803' from DER, left and right of centerline, up to 30' AGL/55' MSL. **Rwy 11,** trees beginning 119' from DER, left and right of centerline, up to 30' AGL/55' MSL. Tree 4592' from DER, 796' left of centerline, 30' AGL/179' MSL. Trees beginning 5715' from DER, 110' left of centerline, up to 30' AGL/329' MSL. Trees beginning 1.3 NM from DER, 259' right of centerline, up to 30' AGL/429' MSL. **Rwy 20,** trees beginning 151' from DER, left and right of centerline, up to 30' AGL/79' MSL.

DILLINGHAM, AK

DILLINGHAM (DLG)
AMDT 3 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb on heading between 023° CW to 191° from departure end of runway or minimum climb of 265' per NM to 3100' for all other courses. **Rwy 19,** climb heading 191° to 800' before turning right.

NOTE: **Rwy 1,** vehicle on road 191' from departure end of runway, left and right, up to 15' AGL/75' MSL. Multiple trees, poles, fence and antenna 833' from departure end of runway, 222' right of centerline, up to 58' AGL/165' MSL. Multiple trees and poles beginning 1607' from departure end of runway, 222' left of centerline, up to 58' AGL/189' MSL. **Rwy 19,** building and multiple trees beginning 177' from departure end of runway, 191' right of centerline, up to 49' AGL/118' MSL. Multiple trees, antenna and poles beginning 129' from departure end of runway, 234' left of centerline, up to 38' AGL/114' MSL.

EGEGIK, AK

EGEGIK (EII)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA- Environmental.

EIELSON AFB (PAEI)

FAIRBANKS, AK 07242

DEPARTURE PROCEDURE: Comply with assigned SID, or: **Rwy 32,** standard with Climb Gradient of 250 ft/NM to 3800. **Rwy 14,** standard with Climb Gradient of 280 ft/NM to 3500.

VCOA DEPARTURE: Climb in Visual Conditions (Minimum Ceiling 2000', Minimum Visibility 3.00 SM) within 6.66 NM of PAEI airport, cross PAEI airport at or above 2400' MSL before proceeding on course. Max Airspeed 250 KIAS.

NOTE: **Rwy 32,** 85' AGL trees 2700' from departure end of runway, 1200' right of centerline. 70' AGL trees 3300' from departure end of runway, 1000' left of centerline. 85' AGL trees 1600' from departure end of runway, 850' left of centerline.

ELMENDORF AFB (PAED)

ANCHORAGE, AK 08325

TAKE-OFF MINIMUMS: **Rwy 16,** NA. **Rwy 34,** 200-¼ or standard with minimum climb rate of 650' per NM to 700.

TEXTUAL DEPARTURE: **Rwy 6,** south through northbound (239° CW 341°) climb on course, maintain FL200 or ATC assigned altitude. North through southbound (342° CW 238°) departures not authorized. **Rwy 24,** south through northbound (259° CW 009°) climb on course, maintain FL200 or ATC assigned altitude. North through southbound (010° CW 258°) departures not authorized. **Rwy 34,** south through northbound (180° CW 319°), cross departure end of runway at or above 10' AGL/222' MSL and climb on course, maintain FL200 or ATC assigned altitude. North through southbound (320° CW 179°) departures not authorized.

NOTE: **Rwy 6,** 210' MSL Terrain, 15' to 325' from DER, 83' to 500' left of centerline. 259' MSL road, 1578' to 2215' from DER, 290' to 795' left of centerline. 255' MSL road, 1445' from DER, 383' right of centerline. **Rwy 24,** 195' MSL terrain, 50' to 260' from DER, 500' to 570' right of centerline. 241' MSL terrain, 2210' to 2240' from DER, 1000' to 1100' right of centerline. **Rwy 34,** 305' MSL terrain and fence line, 2215' from DER, 1100' right of centerline. **VCOA Departure Rwy 6:** Climb in visual conditions (Minimum Ceiling 5700', Minimum Visibility 3.0 SM) within 6.8 NM of PAED airport. Cross PAED airport at or above 5800' MSL before proceeding on course. Max airspeed 250 KIAS. **VCOA Departure Rwy 24:** Climb in visual conditions (Minimum Ceiling 5800', Minimums Visibility 3.0 SM) within 7.4 NM of PAED airport. Cross PAED airport at or above 5900' MSL before proceeding on course. Max airspeed 250 KIAS.

VCOA Departure Rwy 34: Climb in visual conditions (Minimum Ceiling 5700', Minimum Visibility 3.0 SM) within 7.0 NM of PAED airport. Cross PAED airport at or above 5800' MSL before proceeding on course. Max airspeed 250 KIAS.

EMMONAK, AK

EMMONAK (ENM)
ORIG 07074 (FAA)
NOTE: **Rwy 34,** bush 11' from departure end of runway, 146' left of centerline, 5' AGL/17' MSL.

FAIRBANKS, AK

FAIRBANKS INTL (FAI)
AMDT 5 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2L, 2R,** std. w/ min. climb of 230' per NM to 2600.
DEPARTURE PROCEDURE: **Rwys 2L, 2R,** climb heading 032° to 2600 before proceeding on course. **Rwys 20L, 20R,** climb heading 197° to 2600 before proceeding on course.
NOTE: **Rwy 2L,** terrain 11' from DER, 166' left of centerline 440' MSL. Building 331' from DER, 252' left of centerline, 13' AGL/448' MSL. **Rwy 2R,** tank 32' from DER, 359' left of centerline 6' AGL/439' MSL. Terrain 52' from DER, 389' left of centerline, 440' MSL. Building 188' from DER, 450' left of centerline, 9' AGL/442' MSL. Aircraft 211' from DER, 456' right of centerline, 8' AGL/441' MSL. Terrain beginning 132' from DER, 208' right of centerline, up to 447' MSL. Tree 502' from DER, 369' left of centerline, 15' AGL/448' MSL. **Rwy 20L,** terrain 9' from DER, 130' left of centerline, 437' MSL. Terrain 89' from DER, 467' right of centerline, 443' MSL. Multiple trees beginning 335' from DER, 459' right of centerline up to 68' AGL/521' MSL. Multiple trees beginning 870' from DER, 188' left of centerline, up to 60' AGL/491' MSL. **Rwy 20R,** building 7' from DER, 425' right of centerline, 22' AGL/447' MSL. Terrain beginning 194' from DER, 122' left of centerline, up to 453' MSL. Terrain beginning 34' from DER, 66' right of centerline, up to 457' MSL.

FORT YUKON, AK

FORT YUKON (FYU)
AMDT 1 07130 (FAA)
NOTE: **Rwy 4,** multiple trees beginning 500' from departure end of runway, 130' right of centerline, up to 30' AGL/479' MSL. **Rwy 22,** multiple trees beginning at departure end of runway, 204' left of centerline, up to 30' AGL/501' MSL, vehicle on road at departure end of runway, 188' left of centerline, 15' AGL/464' MSL.

GAMBELL, AK

GAMBELL (GAM)
AMDT 1 90347 (FAA)
DEPARTURE PROCEDURE: **Rwy 16,34,** climb on runway heading to 1000 before proceeding on course.

GOLOVIN, AK

GOLOVIN (GLV)
ORIG 05356 (FAA)
DEPARTURE PROCEDURE: Use NOME DEPARTURE.

GULKANA, AK

GULKANA (GKN)
AMDT 7 07018 (FAA)
DEPARTURE PROCEDURE: **Rwy 15,** climb via heading 148° to 2800, then climbing left turn direct GKN VOR/DME or GLA NDB, thence. . . . **Rwy 33,** climb via heading 328° to 2800, then climbing left turn direct GKN VOR/DME or GLA NDB, thence. . . .
. . . .climb in holding pattern (GKN VOR/DME hold NW, right turn, 143° inbound), (GLA NDB hold NW, right turn, 143° inbound) to cross GKN VOR/DME at or above 4000 or GLA NDB at or above 10000.
NOTE: **Rwy 15,** multiple trees beginning 1175' from departure end of runway, 709' right of centerline, up to 40' AGL/1599' MSL. Multiple trees beginning 1194' from departure end of runway, 668' left of centerline up to 40' AGL/1599' MSL. **Rwy 33,** multiple trees and vehicles beginning 478' from departure end of runway, 514' left of centerline up to 40' AGL/1639' MSL. Multiple trees beginning 746' from departure end of runway, 631' right of centerline up to 40' AGL/1639' MSL.

GUSTAVUS, AK

GUSTAVUS (GST)
AMDT 2 03359 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 1500-2½ for climb in visual conditions. **Rwy 11,** std. with a min. climb of 260' per NM to 1200 or 1500-2½ for climb in visual conditions. **Rwy 20,** std. with a min. climb of 290' per NM to 1400 or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 2,** climb in visual conditions to cross departure end of Runway 11 eastbound at or above 1500, then climb to 5500 via SSR VORTAC R-288 (287° bearing from EEF NDB) to SSR VORTAC/EEF NDB. **Rwy 11,** climb via SSR VORTAC R-288 to SSR VORTAC, or via 287° bearing from EEF NDB to EEF NDB, or climb in visual conditions to cross departure end of Runway 11 eastbound at or above 1500, then climb to 5500 via SSR VORTAC R-288 (287° bearing from EEF NDB) to SSR VORTAC/EEF NDB. **Rwy 20,** left turn via 155° heading and SSR VORTAC R-280 (282° bearing from EEF NDB) inbound to SSR VORTAC/EEF NDB, or climb in visual conditions to cross departure end of Runway 11 eastbound at or above 1500, then climb to 5500 via SSR VORTAC R-288 (287° bearing from EEF NDB) to SSR VORTAC/EEF NDB. **Rwy 29,** left turn via 195° heading and SSR VORTAC R-280 (282° bearing from EEF NDB) inbound to SSR VORTAC/EEF NDB. **All aircraft** maintain 5500.

HOLY CROSS, AK

HOLY CROSS (HCA)
AMDT 2 09239 (FAA)
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 013° to 1000 before proceeding on course. **Rwy 19,** climb heading 193° to 1000 before proceeding on course.
NOTE: **Rwy 1,** multiple trees beginning 11' from DER, 163' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 14' from DER, 140' left of centerline, up to 60' AGL/159' MSL. **Rwy 19,** multiple trees beginning 21' from DER, 98' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 47' from DER, 117' left of centerline, up to 60' AGL/159' MSL.

HOMER, AK

HOMER (HOM)
AMDT 1 80248 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn to heading 240° to intercept and track out-bound on HOM R-200 or 210° bearing from ACE NDB. **Rwy 21,** climb runway heading to intercept HOM R-200 or 210° bearing from ACE NDB. Northwest bound through Northeast bound (321° CW 030°), climb to 2500 via HOM R-200 or 210° bearing from ACE NDB, then direct HOM VOR/DME or ACE NDB. Cross HOM VOR/DME or ACE NDB at or above 4000, then climb on course. Northeast bound through Southeast bound (031° CW 150°), climb to 2500 via HOM R-200 or 210° bearing from ACE NDB, then direct HOM VOR/DME or ACE NDB. Cross HOM VOR/DME or ACE NDB at or above 5000, then climb on course. Southeast bound through Southwest bound (151° CW 199°), climb to 3400 via HOM R-200 or 210° bearing from ACE NDB then climb on course. Southwest bound through Northwest bound (200° CW 320°), climb to 2500 via HOM R-200 or 210° bearing from ACE NDB, then climb on course or comply with published Homer, Alaska SID.

HOOPER BAY, AK

HOOPER BAY (HPB)
ORIG-A 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 316° to 800 before turning east.

NOTE: **Rwy 13,** mobile crane 527' from DER, 144' right of centerline, 87' AGL/114' MSL. Pole 453' from DER, 446' left of centerline, 6' AGL/33' MSL, road 349' from DER, on centerline, 15' AGL/28' MSL, light on wind indicator 590' from DER, 389' left of centerline, 7' AGL/34' MSL, hanger 132' from DER, 361' left of centerline, 12' AGL/19' MSL.

HUSLIA, AK

HUSLIA (HLA)
ORIG 08269 (FAA)

NOTE: **Rwy 3,** mulitiple trees beginning 115' from departure end of runway, 278' right of centerline, up to 20' AGL/261' MSL. Multiple trees beginning 181' from departure end of runway, 20' left of centerline, up to 20' AGL/275' MSL. **Rwy 21,** pole 1125' from departure end of runway, 795' right of centerline, 76' AGL/260' MSL. Multiple trees and bushes beginning 169' from departure end of runway, 164' left of centerline, up to 20' AGL/284' MSL. Mulitiple trees and bushes beginning 141' from departure end of runway, 204' right of centerline, up to 20' AGL/260' MSL.

IGIUGIG, AK

IGIUGIG (IGG)
ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 13' from departure end of runway, 154' right of centerline, up to 60' AGL/159' MSL. **Rwy 23,** trees beginning 13' from departure end of runway, 153' left of centerline, up to 60' AGL/209' MSL.

ILIAMNA, AK

ILIAMNA (ILI)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 400' per NM to 2900, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb to 2100, then climbing right turn via 278° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003°inbound) to 4500 before proceeding enroute. **Rwy 17,** climb to 2100, then climbing left turn via 328° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute. **Rwy 25,** climb heading 240° to 2100, then climbing left turn via 041° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003°inbound) to 4500 before proceeding enroute. **Rwy 35,** climb to 2900, then climbing left turn via 139° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute or for climb in visual conditions: Cross Iliamna airport at or above 2900 MSL before proceeding on course.

NOTE: **Rwy 7,** WSK 1' from DER, 358' left of centerline, 16' AGL/160' MSL. Tree 304' from DER, 363' left of centerline, 11' AGL/155' MSL. **Rwy 17,** trees beginning 59' from DER, 442' right of centerline, up to 30' AGL/199' MSL. **Rwy 25,** trees beginning 76' from DER, 211' right of centerline, up to 30' AGL/262' MSL. Trees beginning 208' from DER, 12' left of centerline, up to 30' AGL/263' MSL. **Rwy 35,** trees beginning 85' from DER, 18' left of centerline, up to 30' AGL/239' MSL. Trees beginning 757' from DER, 39' right of centerline, up to 30' AGL/238' MSL. Bushes beginning 247' from DER, 281' left of centerline, up to 30' AGL/205' MSL. Bush 434' from DER, 258' right of centerline, 11'AGL/194' MSL. Vehicle on road 436' from DER, 407' left of centerline, up to 15' AGL/219' MSL.

INDIAN MOUNTAIN LRRS (PAIM)

UTOPIA CREEK, AK. . . . . .ORIG, 09015

Diverse departures not authorized.

TAKEOFF MINIMUMS: **Rwy 6,** 3500-3 for climb in visual conditions. **Rwy 24,** NA.

DEPARTURE PROCEDURE: **Rwy 6,** for climb in visual conditions: Remain within 5.8 NM of Indian Mountain Airport, cross UTO NDB at or above 4600 before proceeding via published route. Max airspeed 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 6,** Terrain, 1012' MSL, 634' from DER, 670' right of centerline. Terrain, 994' MSL, 147' from DER, 506' right of centerline. Terrain, 1110' MSL 4800' from DER 1787' left of centerline. Buiding 22' AGL/1417' MSL, 34' prior to DER, 421 right of centerline. Tree line, 60' AGL/ 1110' MSL, 689' from DER, 387' left of centerline.

JUNEAU, AK

JUNEAU INTL (JNU)
AMDT 3 07018 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26,** Use CINGA DEPARTURE.

KAKE, AK

KAKE (AFE)
AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: Use KAKE DEPARTURE.

KALSKAG, AK

KALSKAG (KLG)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA-high terrain.
DEPARTURE PROCEDURE: **Rwy 24,** climb via heading 243° to 1000 before proceeding on course.
NOTES: **Rwy 24,** numerous trees beginning 1000' from departure end of runway, on centerline, up to 100' AGL/154' MSL. Numerous trees beginning 750' from departure end of runway, 500' right of centerline, up to 100' AGL/154' MSL. Numerous trees beginning 960' left of centerline, up to 100' AGL/154' MSL.

KALTAG, AK

KALTAG (KAL)
ORIG 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ a min. climb of 460' per NM to 4000, or 1300-3 for climb in visual conditions. **Rwy 21,** std. w/ a min. climb of 481' per NM to 4000, or 1300-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 3,** climb via 029° heading to 1100 before proceeding on course or climb in visual conditions to cross Kaltag Airport at or above 2700 before proceeding on course. **Rwy 21,** climb via 209° heading to 1100 before proceeding on course or climb in visual conditions to cross Kaltag Airport at or above 2700 before proceeding on course.
TAKE-OFF NOTE: **Rwy 3,** trees 400' from departure end of runway, 400' right of centerline, 50' AGL/250' MSL.

KENAI, AK

KENAI MUNI (ENA)
AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwys 1L/R,** climb on a heading between 300° clockwise to 190° from departure end of runway. **Rwys 19L/R,** climb heading 192° to 1100, then climb on a heading between 222° counter clockwise to 010° from departure end of runway.
NOTE: **Rwy 1L,** multiple trees beginning 58' from departure end of runway, 349' right of centerline, up to 60' AGL/113' MSL. Multiple trees beginning 67' from departure end of runway, 376' left of centerline, up to 60' AGL/121' MSL. **Rwy 1R,** tree 1034' from departure end of runway, 264' right of centerline, 60' AGL/134' MSL. Multiple trees beginning 314' from departure end of runway, 477' left of centerline, up to 60' AGL/108' MSL. **Rwy 19L,** multiple buildings and antennas beginning 2053' from departure end of runway, 662' left of centerline, up to 63' AGL/169' MSL. **Rwy 19R,** multiple bushes and trees 24' from departure end of runway, 90' right of centerline, up to 60' AGL/148' MSL. Multiple trees beginning 986' from departure end of runway, 160' left of centerline, upt o 60' AGL/147' MSL. Pole 492' from departure end of runway, 600' left of centerline, 33' AGL/125' MSL.

KETCHIKAN, AK

KETCHIKAN INTL (KTN)
AMDT 8 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 11,** use KETCHIKAN DEPARTURE. **Rwy 29,** use SKOWL DEPARTURE.

KIANA, AK

BOB BAKER MEMORIAL (IAN)
ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 6,** Use SELAWIK DEPARTURE.

KING COVE, AK

KING COVE (KVC)
ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 7,** Use Cold Bay RNAV departure.

KING SALMON, AK

KING SALMON (AKN)
AMDT 1 08269 (FAA)

NOTE: **Rwy 12,** trees beginning 549' from departure end of runway, 353' left of centerline, up to 30' AGL/108' MSL. **Rwy 36,** trees beginning 750' from departure end of runway, 265' left of centerline, up to 30' AGL/93' MSL. Bush and trees beginning 59' from departure end of runway, 180' right of centerline, up to 30' AGL/87' MSL.

KIPNUK, AK

KIPNUK (IIK)
ORIG 09351 (FAA)

NOTE: **Rwys 15, 33,** trees beginning at DER left and right of centerline up to 35' AGL/55' MSL.

KLAWOCK, AK

KLAWOCK (AKW)
AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** NA-Obstacles. **Rwy 20,** std. w/ min. climb of 422' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 20,** climb heading 195° to 1800, then climbing right turn to 6000 via heading 310° to intercept 234° bearing from AKW NDB/DME to AKW NDB/DME, then via 015° bearing from AKW NDB/DME to UDENE INT/ANN VOR/DME 59 DME, continue climb in UDENE holding pattern (hold West, right turn, 110° inbound) to cross UDENE at or above MEA before proceeding on course.
NOTE: **Rwy 20,** trees beginning 4811' from DER, 1716' right of centerline, up to 158' AGL/557' MSL. Trees 5964' from DER, 1370' left of centerline, up to 158' AGL/357' MSL.

KOBUK, AK

KOBUK (OBU)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ a min. climb of 661' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 9,** climbing right turn via heading 220° and AMF NDB 283° course to AMF NDB before proceeding on course. **Rwy 27,** climb via heading 267° and AMF NDB 283° course to AMF NDB before proceeding on course.
NOTE: **Rwy 9,** multiple trees beginning 169' from departure end of runway, 36' right of centerline, up to 50' AGL/199' MSL. Multiple trees beginning 231' from departure end of runway, 385' left of centerline, up to 50' AGL/199' MSL. **Rwy 27,** multiple trees beginning 79' from departure end of runway, 220' left of centerline, up to 50' AGL/182' MSL. Multiple trees beginning 17' from departure end of runway, 299' right of centerline, up to 50' AGL/249' MSL.

KODIAK, AK
KODIAK (ADQ)
AMDT 2 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** NA-terrain.
DEPARTURE PROCEDURE: **Rwys 7, 11, 18, 29, 36,** Use KODIAK DEPARTURE.

KOKHANOK, AK
KOKHANOK (9K2)
ORIG 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** 400-1½ or std. w/ min. climb of 420' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn direct ILI NDB/DME, climb in ILI NDB/DME holding pattern (South, right turn, 360° inbound) to cross ILI NDB/DME at or above MEA for route of flight. **Rwy 24,** climbing right turn direct ILI NDB/DME, climb in ILI NDB/DME holding pattern (South, right turn, 360° inbound) to cross ILI NDB/DME at or above MEA for route of flight.
NOTE: **Rwy 6,** multiple trees beginning 58' from departure end of runway, 40' left of centerline, up to 60' AGL/309' MSL. Multiple trees beginning 240' from departure end of runway, 86' right of runway centerline, up to 60' AGL/459' MSL. **Rwy 24,** multiple trees beginning 3356' from departure end of runway, 914' left of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 3723' from departure end of runway, 689' right of centerline, up to 60' AGL/209' MSL.

KOLIGANEK, AK
KOLIGANEK (JZZ)
AMDT 2 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-2 or std. w/ min. climb of 205' per NM to 700', or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 087° to 900 before turning North. **Rwy 27,** climb heading 267° to 1500 before turning North.
NOTE: **Rwy 9,** multiple trees beginning 133' from DER, 29' right of centerline, up to 50' AGL/399' MSL. Multiple trees beginning 263' from DER, 194' left of centerline, up to 50' AGL/399' MSL. **Rwy 27,** multiple bushes and powerlines beginning 76' from DER, 76' left of centerline, up to 50' AGL/309' MSL. Bushes and trees beginning 242' from DER, 4' right of centerline, up to 50' AGL/309' MSL.

KOTZEBUE, AK
RALPH WIEN MEMORIAL (OTZ)
AMDT 3 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1¼ or std. w/ min. climb of 280' per NM to 300.
NOTE: **Rwy 9,** multiple bushes beginning 735' from departure end of runway, 265' right of centerline, up to 15' AGL/136' MSL. Multiple bushes beginning 1122' from departure end of runway, 2' left of centerline, up to 15' AGL/105' MSL. Car, tower and obstruction light VOR/DME beginning 4114' from departure end of runway, on centerline, up to 27' AGL/147' MSL. **Rwy 18,** vehicle on road, 12' from departure end of runway, on centerline, 15' AGL/25' MSL. Tower 5819' from departure end of runway, 1690' left of centerline, 100'AGL/218'MSL. **Rwy 27,** vehicle on road, 79' from departure end of runway, on centerline, 15'AGL/25'MSL, sign 68' from departure end of runway, 367' right of centerline, 5' AGL/18' MSL. Sign 77' from departure end of runway, 248' left of centerline, 5' AGL/18' MSL. **Rwy 36,** multiple towers beginning 378' from departure end of runway, 533' left of centerline, up to 66' AGL/ 76' MSL. Rod on obstruction light AMOM 312' from departure end of runway, 299' right of centerline, 15' AGL/38' MSL. Vehicle on road, 11' from departure end of runway, on centerline, 15' AGL/24' MSL.

KOYUK, AK
KOYUK ALFRED ADAMS (KKA)
AMDT 109239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 19,** climb heading 188° to 800 before proceeding on course.
NOTE: **Rwy 19,** multiple trees beginning 35' from DER, 12' right of centerline, up to 30' AGL/279' MSL.

KOYUKUK, AK
KOYUKUK (KYU)
ORIG 09295 (FAA)
DEPARTURE PROCEDURE: Use DIBVY DEPARTURE.

KWETHLUK, AK
KWETHLUK (KWT)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. w/ min. climb of 240' per NM to 500.
NOTE: **Rwy 18,** trees beginning 292' from departure end of runway, 373' right of centerline, up to 35' AGL/63' MSL. Trees beginning 341' from departure end of runway, 399' left of centerline, up to 35' AGL/134' MSL. **Rwy 36,** trees beginning 95' from departure end of runway, 491' left of centerline, up to 35' AGL/84' MSL. Trees beginning 203' from departure end of runway, 396' right of centerline, up to 18' AGL/42' MSL.

KWIGILLINGOK, AK
KWIGILLINGOK (GGV)
ORIG 04162 (FAA)
NOTE: **Rwy 15,** trees 25' from departure end of runway, 325' right of centerline, 35' AGL/53' MSL. **Rwy 33,** trees 60' from departure end of runway, 80' right of centerline, 35' AGL/53' MSL.

LADD AAF (PAFB)

FAIRBANKS/FORT WAINWRIGHT, AK
. . . . . .AMDT 1 09295

DEPARTURE PROCEDURE: **Rwy 25,** Climbing left turn via heading 180° and FAI VORTAC R-090 to 5000 direct FAI (hold S, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course. **Rwy 7,** Climbing right turn via heading 180° and FAI VORTAC R-090 to 5000 direct FAI (hold S, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course.

MANOKOTAK, AK

MANOKOTAK (MBA)
AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight. **Rwy 21,** climbing left turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3,** trees beginning 1519' from DER, 899' right of centerline, up to 35' AGL/134' MSL. Trees beginning 595' from DER, 150' left of centerline, up to 35' AGL/134' MSL. Rising terrain 42' from DER, 136' right of centerline up to 105' MSL. Rising terrain 12' from DER, 301' left of centerline up to 102' MSL. **Rwy 21,** multiple trees beginning 136' from DER, 133' right of centerline, up to 35' AGL/109' MSL. Multiple buildings beginning 359' from DER, 343' left of centerline, up to 30' AGL/96' MSL.

MARSHALL, AK

MARSHALL DON HUNTER SR (MDM)
ORIG 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 1800-3 or std. with a min. climb gradient of 470' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 7, 25,** use BIBNE RNAV DEPARTURE.

NOTE: **Rwy 7,** trees 3500' right of departure end of runway, 60' AGL/709' MSL. Trees 4500' right of departure end of runway, 60' AGL/1059' MSL.

MC GRATH, AK

MC GRATH (MCG)
ADMT 2 09183(FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 425' per NM to 2200, or 2300-3 for climb in visual conditions. **Rwy 16,** std. w/ min. climb of 470' per NM to 1700, or 2300-3 for climb in visual conditions. **Rwy 26,** std. w/ min. climb of 435' per NM to 2200, or 2300-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 420' per NM to 2200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 075° to 2200, then climbing right turn thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . .**Rwy 16,** climb via heading 160° to 1700, then climbing left turn via heading 014° thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . .**Rwy 26,** climb via heading 255° to 2200, then climbing right turn direct MCG VORTAC or VTR NDB, thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . . **Rwy 34,** climb via heading 340° to 2200, then climbing right turn heading 166° to MCG R-104 or direct VTR NDB thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . .

. . .climb to 4000 southeast bound via MCG R-104, or 097° bearing from VTR NDB. Aircraft southeast bound (079° clockwise 119°) continue climb on course to MEA for route of flight. All others reverse course via the MCG R-104 to MCG VORTAC, or 277° course to VTR NDB, then continue climb on course to MEA for route of flight.

NOTE: **Rwy 8,** tower 532' from departure end of runway, 368' right of centerline, up to 60' AGL/400' MSL. **Rwy 16,** trees beginning 2.2 NM from departure end of runway, 2392' left of centerline, up to 80' AGL/1346' MSL.

MEKORYUK, AK

MEKORYUK (MYU)
AMDT 1 06327 (FAA)

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 234° to 900 before turning left.

NOTE: **Rwy 5,** tree 1028' from departure end of runway, 745' left of centerline, 15' AGL/114' MSL, tree 1619' from departure end of runway, 862' left of centerline, 15' AGL/114' MSL, road 41' from departure end of runway, 302' left of centerline, 15' AGL/50' MSL. **Rwy 23,** tree 75' from departure end of runway, 200' left of centerline, 15' AGL/64' MSL, tree 62' from departure end of runway, on centerline, 15' AGL/64' MSL, tree 482' from departure end of runway, 157' right of centerline, 15' AGL/114' MSL.

MINCHUMINA, AK

MINCHUMINA (MHM)
AMDT 2 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 1600-3 for climb in visual conditions. Procedure NA at night

DEPARTURE PROCEDURE: **Rwy 3,** for climb in visual conditions: Cross MHM NDB north bound at or above 1600 MSL before proceeding on course. **Rwy 21,** climb via heading 204° to 1600 before proceeding on course.

NOTE: **Rwy 3,** trees 269' from departure end of runway, 540' left of centerline, 45' AGL/749' MSL. Trees 170' from departure end of runway, 340' left of centerline, 45' AGL/964' MSL.

MOUNTAIN VILLAGE, AK

MOUNTAIN VILLAGE (MOU)
AMDT 1 09239 (FAA)

NOTE: **Rwy 2,** vehicle on road abeam DER, 250' left of centerline, 15' AGL/364' MSL. **Rwy 20,** bushes beginning 100' from DER, 35' right of centerline, up to 15' AGL/314' MSL. Bushes beginning 140' from DER, 24' left of centerline, up to 15' AGL/314' MSL.

NAPAKIAK, AK

NAPAKIAK (WNA)
ORIG 08325 (FAA)

NOTE: **Rwy 16,** numerous trees beginning 47' from departure end of runway, 161' right of centerline, up to 13' AGL/30' MSL. Tree 465' from departure end of runway, 22' AGL/46' MSL. Numerous poles beginning 177' right of centerline, 273' right of centerline, up to 26' AGL/43' MSL. Rod on tower 359' from departure end of runway, 430' left of centerline, 30' AGL/47' MSL. Antenna 357' from departure end of runway, 408' right of centerline, 29' AGL/46' MSL. Catenary 215' from departure end of runway, 352' right of centerline, 19' AGL/36' MSL. Tree 206' from departure end of runway, 297' left of centerline, 15' AGL/32' MSL. Multiple buildings beginning 639' from departure end of runway, 414' left of centerline, up to 26' AGL/43' MSL. Tree 520' from departure end of runway, 437' right of centerline, 13' AGL/30' MSL.

NELSON LAGOON, AK

NELSON LAGOON (OUL)
ORIG 03359 (FAA)

DEPARTURE PROCEDURE: Use BINAL DEPARTURE.

NENANA, AK

NENANA MUNI (ENN)
AMDT 4 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 600-2½ or std. with a min. climb of 325' per NM to 1100. **Rwys 4R,4W, 22L, 22W,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 4L,** climbing right turn via heading 127° to 1900 then climbing right turn direct ENN VORTAC, thence...

Rwy 22R, climb via heading 218° to 1800 then climbing left turn direct ENN VORTAC, thence...

...continue climb in ENN VORTAC holding pattern (Southwest, left turn, 042° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 4L,** trees beginning 1.9 NM from DER, 3209' left of centerline, up to 60' AGL/859' MSL.

NEW STUYAHOK, AK

NEW STUYAHOK (KNW)
AMDT 1 07354 (FAA)

NOTE: **Rwy 14,** tree 700' from departure end of runway, 647' right of centerline, 60' AGL/409' MSL. Multiple trees beginning 549' from departure end of runway, 499' left of centerline, up to 60' AGL/434' MSL. **Rwy 32,** tree 743' from departure end of runway, 104' right of centerline, 60' AGL/445' MSL.

NIKOLAI, AK

NIKOLAI (FSP)
ORIG 06047 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climbing left turn to 6000 via heading 224° and MCG VORTAC R-055 to MCG VORTAC, thence...**Rwy 22,** climb to 6000 via heading 224° and MCG VORTAC R-065 to MCG VORTAC, thence...

...continue climb in MCG VORTAC holding pattern (hold east, right turn, 280° inbound) to cross MCG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 4,** multiple trees beginning 145' from departure end of runway, 534' left of centerline, up to 50' AGL/549' MSL; multiple trees beginning 229' from departure end of runway, 531' right of centerline, 50' AGL/549' MSL. **Rwy 22,** multiple trees, power poles, and buildings beginning 48' from departure end of runway, 32' left of centerline, up to 50' AGL/549' MSL; multiple trees and power pole 365' from departure end of runway, 187' right of centerline, 30' AGL/471' MSL.

NOATAK, AK

NOATAK (WTK)
ADMT 1 07186 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 007° to 1900 before proceeding on course.

NOTE: **Rwy 1,** multiple buildings and trees beginning 475' from departure end of runway, 221' right of centerline, up to 30' AGL/104' MSL. Tower 1938' from departure end of runway, 875' left of centerline, 47' AGL/146' MSL.

NOME, AK

NOME (OME)
AMDT 5 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. with a min. climb of 467' per NM to 1800, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn direct NOME VOR/DME, thence...or climb in visual conditions to cross Nome Airport at or above 1200 before proceeding on course. **Rwy 10,** climb via heading 096° to 1200 thence...**Rwys 21, 28,** turn left direct NOME (OME) VOR/DME/FORT DAVIS (FDV) NDB, thence...departures northeast CW through west bound (040 CW 260), climb on course. Departures west through northeast bound (260 CW 040), climb south bound on OME R-138° or 145° bearing from FDV NDB to 2200 then turn right via direct NOME (OME) VOR/DME/FORT DAVIS (FDV) NDB. Continue climb on course.

NOTE: **Rwy 3,** bush 112' from departure end of runway, 250' left of centerline, 58' AGL/58' MSL. Bush 15' from departure end of runway, 315' right of centerline, 50' AGL/53' MSL. Bush 294' from departure end of runway, 445' right of centerline, 50' AGL/57' MSL. Pole 2116' from departure end of runway, 313' left of centerline, 90' AGL/100' MSL. Pole 1656' from departure end of runway 234' right of centerline, 78' AGL/88' MSL. Bush 147' from departure end of runway, 135' left of centerline, 40' AGL/49' MSL. Bush 81' from departure end of runway, 203' right of centerline, 40' AGL/47' MSL. Bush 283' from departure end of runway, 72' right of centerline, 40 ' AGL/48' MSL. Pole 2415' from departure end of runway, 495' left of centerline, 90' AGL/101' MSL. AAO 5.84 NM from departure end of runway, 3268' right of centerline, 200' AGL/1352' MSL. **Rwy 10,** pole 1754' from departure end of runway, 924' left of centerline, 83' AGL/93' MSL. Obstruction light on pole 1873' from departure end of runway, 612' left of centerline, 50' AGL/86' MSL. Obstruction light pole 419' from departure end of runway, 470' right of centerline, 28' AGL/48' MSL. Antenna on building 1075' from departure end of runway, 742' left of centerline, 33' AGL/63' MSL. Building 1101' from departure end of runway, 759' left of centerline, 27' AGL/63' MSL. Antenna on building 766' from departure end of runway, 588' right of centerline, 30' AGL/54' MSL. Truck on road 2' from departure end of runway, 500' right of centerline, 15' AGL/30' MSL. Obstruction light on pole 1729' from departure end of runway, 595' left of centerline, 50' AGL/71' MSL. Truck on road 209' from departure end of runway, 79' right of centerline, 15' AGL/30' MSL. Pole 1744' from departure end of runway, 569' left of centerline, 43' AGL/68' MSL. **Rwy 20,** truck on road 549' from departure end of runway, 249' right of centerline, 35' AGL/50' MSL. Road 625' from departure end of runway, 12' left of centerline, 32' AGL/47' MSL. Bush 803' from departure end of runway, 412' left of centerline, 8' AGL/50' MSL. Pole 1549' from departure end of runway, 471' left of centerline, 52' AGL/62' MSL. Pole 1594' from departure end of runway, 506' left of centerline, 52' AGL/62' MSL. Pole 1621' from departure end of runway, 342' left of centerline, 52' AGL/62' MSL. Ground 839' from departure end of runway, 388' right of centerline, 0' AGL/40' MSL. Pole 1756' from departure end of runway 85' left of centerline, 52' AGL/62' MSL. Ground 945' from departure end of runway, 344' left of centerline, 0' AGL/37' MSL.

NOME(CON'T.)

Rwy 28, pole 101' from departure end of runway, 520' left of centerline, 36' AGL/72' MSL. Pole 129' from departure end of runway, 521' left of centerline, 62' AGL/72' MSL. Building 422' from departure end of runway, 528' left of centerline, 32' AGL/57' MSL. Ground 906' from departure end of runway, 436' left of centerline, 0' AGL/60' MSL. Ground 374' from departure end of runway, 476' left of centerline, 0' AGL/36' MSL. Antenna on building 1335' from departure end of runway, 203' left of centerline, 31' AGL/51' MSL.

NONDALTON, AK

NONDALTON (5NN)
ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 20,** Use ILIAMNA DEPARTURE.

NORTHWAY, AK

NORTHWAY (ORT)
AMDT 2 07018 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn to 4000 via ORT R-100, then climbing right turn to 8000 direct ORT VORTAC, continue climb in ORT VORTAC holding pattern (West, right turn, 108° inbound) to 8000 before proceeding on course. . . .**Rwy 23,** climbing left turn to 4000 via ORT R-170, then climbing left turn to 8000 direct ORT VORTAC, continue climb in ORT VORTAC holding pattern (West, right turn, 108° inbound) to 8000 before proceeding on course. . . . . .continue climb via assigned route.

NOTE: **Rwy 5,** multiple trees beginning 1133' from departure end of runway, 727' right of centerline, up to 60' AGL/1859' MSL. Multiple trees beginning 3881' from departure end of runway, 1522' left of centerline, up to 60' AGL/1859' MSL. **Rwy 23,** multiple trees beginning 777' from departure end of runway, 560' left of centerline, up to 60' AGL/1809' MSL. Multiple trees beginning 1365' from departure end of runway, 527' right of centerline, up to 60' AGL/1809' MSL.

NULATO, AK

NULATO (NUL)
ORIG 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 700-2 ¾ with minimum climb of 356 feet per NM to 1300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb via heading 024° to 1300 before proceeding on course or climb in visual conditions to cross Nulato Airport at or above 1300 before proceeding on course. **Rwy 20,** climb via heading 204° to 1500 before proceeding on course.

NOTE: **Rwy 2**, tree 3078' from departure end of runway 355' left of centerline 100' AGL 655' MSL. Tree 5041' from departure end of runway 154' right of centerline 100' AGL 699' MSL. Tree 1.03 NM from departure end of runway 122' right of centerline 100' AGL 799' MSL. Tree 1.24 NM from departure end of runway 705' left of centerline 100' AGL 899' MSL. Tree 1.44 NM from departure end of runway 2385' left of centerline 100' AGL 999' MSL. Tree 2.57 NM from departure end of runway 5740' left of centerline 100' AGL 1035' MSL. **Rwy 20,** tree 3.33 NM from departure end of runway 1.64 NM right of centerline 100' AGL 957' MSL. Tree 3.10 NM from departure end of runway 1.94 NM right of centerline 100' AGL 965' MSL. Tree 1.49 NM from departure end of runway 7.39 NM right of centerline 200' AGL 1850' MSL.

PALMER, AK

PALMER MUNI (PAQ)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 16,27,34,** Use PALMER RNAV DEPARTURE.

PERRYVILLE, AK

PERRYVILLE (PEV)
AMDT 1 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy2,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy20,** Use CILAC (RNAV) DEPARTURE.

PETERSBURG, AK

PETERSBURG JAMES A. JOHNSON (PSG)

TAKE-OFF MINIMUMS: **Rwys 4,22,** turn left; climb VFR to 2000-3 or 1000-3 with a min. climb of 300' per NM to 5000. Night IFR, NA for **Rwy 22.**

DEPARTURE PROCEDURE: **Rwy 4** turn left, **Rwy 22,** turn right immediately; climb VFR to 2000 (1000 with 300/NM climb restriction) within 1.5 miles NW of airport; depart from over airport to intercept the I-PSG LDA NW course or fly heading of 010° to intercept the 320° bearing from FPN NDB. Climb to I-PSG 10 DME, then turn left, continue climb to 7000 on 280° heading. Transition: NW-bound departures intercept V-317, J-502, A-15, B-37. SE-bound departures proceed direct to LVD VOR or SQM NDB.

PILOT POINT, AK

PILOT POINT (PNP)
ORIG 03359 (FAA)

DEPARTURE PROCEDURE: Use ZILKO RNAV DEPARTURE

PLATINUM, AK

PLATINUM (PTU)
ORIG 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,13,** NA.

DEPARTURE PROCEDURE: **Rwys 27,31,** climb runway heading to 2200 before turning southbound.

POINT HOPE, AK

POINT HOPE (PHO)
ORIG 09351 (FAA)

NOTE: **Rwy 19,** barge/iceberg 808' from DER, 47' left of centerline, 50' AGL/50' MSL.

PORT HEIDEN, AK

PORT HEIDEN (PTH)
AMDT 2 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 054° to 1000, then climbing left turn to 2500 direct PDN NDB/DME, thence. . . **Rwy 13,** climb heading 131° to 1000, then climbing right turn to 2500 direct PDN NDB/DME, thence. . . **Rwy 23,** climbing right turn to 2500 direct PDN NDB/DME, thence. . . **Rwy 31,** climbing left turn to 2500 direct PDN NDB/DME, thence. . .

. . .continue climb in PDN NDB/DME holding pattern (hold southwest, left turn, 052° inbound) to cross PDN NDB at or above MEA for route of flight.

QUINHAGAK, AK

QUINHAGAK (PAQH)
ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. w/ min. climb of 220' per NM to 3600, or 1100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** for climb in visual conditions: cross Quinhagak airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 30,** tree 22' from DER, 425' left of centerline 15' AGL/64' MSL. **Rwy 12,** tree 248' from DER, 438' left of centerline 15' AGL/64' MSL. Tree 9' from DER, 411' right of centerline 15' AGL/64' MSL. Reflector 19' from DER, 279' right of centerline, 21' AGL/46' MSL.

RUBY, AK

RUBY (RBY)
ORIG 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. from 355° bearing clockwise to 312° bearing, NA from 313° bearing to 354° bearing. **Rwy 21,** 700-2 or std. with 350' per NM climb to 1500.

NOTE: **Rwy 21,** trees 4700 to 6700' from departure end of runway, 250' left of centerline to 1600' right of centerline, 50' AGL/854' MSL.

RUSSIAN MISSION, AK

RUSSIAN MISSION (RSH)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2 w/ min. climb of 430' per NM to 1400 or 1900-2 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 35,** 500-2 w/ min. climb of 330' per NM to 3800 or 1900-2 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwys 17, 35,** for climb in visual conditions: cross Russian Mission Airport at or above 1800. Do not exceed 180 knots until proceeding on course.

NOTE: **Rwy 17,** multiple trees beginning 1193' from DER, 808' right of centerline, up to 80' AGL/279' MSL. **Rwy 35,** multiple trees 2116' from DER, 907' left of centerline, up to 80' AGL/329' MSL.

ST. GEORGE, AK

ST. GEORGE (PBV)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** std. w/ min. climb of 454' per NM to 1100 or 700-3 with a minimum climb of 311' per NM to 1200 or 1300-3 for climb in visual conditions. **Rwy 29,** std. w/ min. climb of 690' per NM to 1200 or 800-3 with a minimum climb of 300' per NM to 1200 or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11,** climb heading 107° to 1100 then climbing right turn via heading 225° to intercept the 180° bearing from SRI NDB/DME before proceeding on course or for climb in visual conditions: cross St George airport at or above 1300 before proceeding on course. **Rwy 29,** climb heading 287° to 1200 then climbing left turn via heading 135° to intercept the 180° bearing from SRI NDB/DME before proceeding on course or for climb in visual conditions: cross St. George airport at or above 1300 before proceeding on course.

NOTE: **Rwy 29,** terrain beginning 102' from DER, 43' right of centerline up to 260'MSL.

ST. MARYS, AK

ST. MARYS (KSM)
AMDT 1 87043 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6,17,24,** 200-1.

DEPARTURE PROCEDURE: **Rwys 6,17,24,35,** climb straight ahead to 1000, continue climb on course.

ST. MICHAEL, AK

ST. MICHAEL (SMK)
AMDT 1 05188 (FAA)

DEPARTURE PROCEDURE: **Rwy 20,** climb via heading 196° to 700' before turning right.

NOTE: **Rwy 2,** tree 36' from departure end of runway, 377' right of centerline, 20' AGL/83' MSL. **Rwy 20,** terrain beginning 2' to 2276' from departure end of runway, 51' to 966' right of centerline, up to 151' MSL. Terrain beginning 110' to 917' from departure end of runway, 13' to 533' left of centerline, up to 119' MSL. Tree 1779' from departure end of runway, 504' right of centerline, 20' AGL/219' MSL. Tree 1.2 NM from departure end of runway 1 NM right of centerline, 20' AGL/520' MSL.

ST. PAUL ISLAND, AK

ST. PAUL ISLAND (SNP)
AMDT 2 05356 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 180° and via 165° bearing from SPY NDB/DME to 2000 before proceeding on course. **Rwy 36**, climb via heading 360° and via 360° bearing from SPY NDB/DME to 2000 before proceeding on course.

NOTE: **Rwy 18,** post 98' from departure end of runway, 421' left of centerline, 6' AGL/39' MSL. **Rwy 36,** rising terrain beginning 133' from departure end of runway, up to 79' MSL.

SAND POINT, AK

SAND POINT (SDP)
AMDT 2A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 600-1 or std. with min. climb of 360' per NM to 1000'. **Rwy 31,** 600-3 or std. with min. climb of 375' per NM to 1000'.

DEPARTURE PROCEDURE: **Rwy 13,** climb via 134° bearing from HBT NDB/DME to 2200' then climbing left turn direct HBT NDB/DME, thence...**Rwy 31,** climb via 314° bearing from HBT NDB/DME to 1800', then climbing right turn direct HBT NDB/DME, thence…

...climb in HBT NDB/DME holding pattern (southeast, right turn, 340° inbound) to 10,000' before proceeding on course.

NOTE: **Rwy 13,** cliff beginning 244' from departure end of runway, 469' left of centerline, up to 15' AGL/458' MSL. **Rwy 31,** tree 1.8 NM from departure end of runway, 1145' left of centerline, 15' AGL/514' MSL. Tree 2.6 NM from departure end of runway, 3642' right of centerline, 15' AGL/599' MSL. **Rwys 13, 31,** ships up to 100' MSL located in water surrounding Sand Point.

SAVOONGA,AK

SAVOONGA (SVA)
ORIG 85213 (FAA)

DEPARTURE PROCEDURE: **Rwy 23,** turn right, Aircraft departing via ULL R-260 CW R-080 climb on course. All others climb in holding pattern NE of ULL VOR right turn 226° inbound to cross ULL VOR at or above 3000.

SCAMMON BAY, AK

SCAMMON BAY (SCM)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 590' per NM to 1300, or 2200-3 for climb in visual conditions. **Rwy 28,** std. w/ min. climb of 240' per NM to 2400, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 101° to 2100 before proceeding on course, or for climb in visual conditions, cross Scammon Bay airport at or above 2100 before proceeding on course. **Rwy 28,** climb heading 281° to 2400 before turning south, or for climb in viusal conditions, cross Scammon Bay airport at or above 2100 before proceeding on course.

NOTE: **Rwy 10,** bushes beginning 1.27 NM from DER, 546' left of centerline, up to 15' AGL/322' MSL. Bush 1.49 NM from DER, 2163' right of centerline, 15' AGL/464' MSL.

SELAWIK, AK

SELAWIK (WLK)
AMDT 1 07186 (FAA)

NOTE: **Rwy 4,** multiple bushes beginning 176' from departure end of runway, 429' left of centerline, up to 18' AGL/18' MSL. **Rwy 22,** antenna on building, 1040' from departure end of runway, 448' right of centerline, 30' AGL/47' MSL. **Rwy 27,** multiple antennas and buildings beginning 270' from departure end of runway, right and left of centerline, up to 108' AGL/125' MSL. Bridge 2148' from departure end of runway, 249' right of centerline, 60' AGL/90' MSL.

SHAGELUK, AK

SHAGELUK (SHX)
ORIG 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 180º to 1400 before turning left. **Rwy 34,** climb heading 345° to 1200 before turning right.

NOTE: **Rwy 16,** vehicles on road, beginning 160' from departure end of runway, 153' right of centerline, up to 15' AGL/93' MSL. Bush 322' from departure end of runway, 9' left of centerline, 9' AGL/87' MSL. Trees beginning 2' from departure end of runway, 393' right of centerline, up to 40' AGL/118' MSL. Trees beginning 720' from departure end of runway, 122' left of centerline, up to 53' AGL/131' MSL. **Rwy34,** trees beginning 34' from departure end of runway, 386' right of centerline, up to 53' AGL/131' MSL.

SHAKTOOLIK, AK

SHAKTOOLIK (2C7)
ORIG 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb on heading between 115° CW to 322° from DER, or min. climb of 220' per NM to 3200 for all other courses.

NOTE: **Rwy 14,** buildings beginning 199' from DER, 483' left of centerline, up to 21' AGL/55' MSL.

SHISHMAREF, AK

SHISHMAREF (SHH)
ORIG 09071 (FAA)

NOTE: **Rwy 5,** multiple trees, 9' from DER, 179' left of centerline, up to 15' AGL/85' MSL. Multiple trees, 92' from DER, 94' right of centerline, up to 15' AGL/88' MSL. NDB tower, 236' from DER, 561' left of centerline, 40' AGL/66' MSL. **Rwy 23,** boat, 703' from DER, 663' right of centerline, 50' AGL/50' MSL.

SHUNGNAK, AK

SHUNGNAK (SHG)
ORIG 04330 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climbing right turn direct AMF NDB. **Rwy 27,** climbing right turn direct AMF NDB.

SITKA, AK

SITKA ROCKY GUTIERREZ (SIT)
AMDT 3 07018 (FAA)

DEPARTURE PROCEDURE: Use BIORKA DEPARTURE.

SOLDOTNA, AK

SOLDOTNA (SXQ)
AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 200-1.

DEPARTURE PROCEDURE: **Rwy 7,** climb on a heading between 050° counter clockwise to 251° or 175° clockwise to 251° from departure end of runway. **Rwy 25,** climb heading 251° to 800, then climb on a heading between 160° clockwise to 065° from departure end of runway.

NOTE: **Rwy 7,** multiple trees beginning 1668' from departure end of runway, 454' right of centerline, up to 60' AGL/259' MSL. **Rwy 25,** multiple trees beginning 316' from departure end of runway, 517' left of centerline, up to 60' AGL/309' MSL.

SPARREVOHN LRRS (PASV)

SPARREVOHN, AK . . . . . .ORIG, 09015

Diverse departures not authorized.

TAKE-OFF MINIMUMS: **Rwy 16,** 2300-3 for climb in visual conditions. **Rwy 34,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** for climb in visual conditions: Remain within 5.8 NM of Sparrevohn airport, cross CRN NDB at or above 3700 before proceeding via published route. Max airspeed 250 KIAS. **Rwy 34,** NA.

TAKE-OFF OBSTACLES: **Rwy 16,** Terrain 1447' MSL, 1900' from DER, 1009' right of centerline. Terrain 1523' MSL, 1251' from DER, 835' left of centerline. Terrain 1496' MSL, 943' from DER, 746' left of centerline. Terrain 1417' MSL, 28' from DER, 434' right of centerline.

TALKEETNA, AK

TALKEETNA (TKA)
AMDT 1 87211 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 400-1.

DEPARTURE PROCEDURE: **Rwy 36,** turn left. **Rwy 18,** turn right. Climb southwestbound on TKA R-205 to 2000 then southbound V436 and southbound V491 turn left, continue climb on course. R-150 CW R-215, continue climb on course. All others reverse course, continue climb to TKA VOR/DME. Climb in holding pattern (S, left turns, 345° inbound) to depart TKA VOR/DME at or above: northbound V436, 3800; R-215 CW R-270, 6000; R-270 CW R-340, 19000; R-340 CW R-150, 5000.

TANANA, AK

RALPH M. CALHOUN MEMORIAL (TAL)
AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ a min. climb of 405' per NM to 1300, or 1200-2½ for climb in visual conditions. **Rwy 25,** std. w/ a min. climb of 230' per NM to 600, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn via heading 102° and TAL VOR/DME R-081 to SATUE/TAL 12 DME, or climb in visual conditions to cross Ralph M. Calhoun Memorial at or above 1300 then climb via TAL VOR/DME R081 to SATUE. **Rwy 25,** climbing left turn via heading 078° and TAL VOR/DME R-081 to SATUE, or climb in visual conditions to cross Ralph M. Calhoun Memorial at or above 1300 then climb via TAL VOR/DME R-081 to SATUE. All aircraft continue climb in SATUE/12 DME holding pattern (hold east, left turn, 261° inbound) to cross SATUE at or above 4000 before proceeding on course.

NOTE: **Rwy 7,** multiple trees beginning 9000' from departure end of runway, 2149' left of centerline, up to 60' AGL/809' MSL. **Rwy 25,** trees 845' from departure end of runway, 1156' right of centerline, up to 60' AGL/459' MSL.

TELLER, AK

TELLER (TER)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 500-2 w/ min. climb of 201' per NM to 1100 or std. w/ min. climb of 310' to 1100 or 1500-3 for climb in visual conditions. **Rwy 25,** 300-2 or std. w/ min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1400 before turning right. For climb in visual conditions cross Teller Airport at or above 1600 before proceeding on course. **Rwy 25,** climb heading 255° to 1200 before turning left.

NOTE: **Rwy 7,** vehicles and vegetation beginning 57' from DER, 500' left of centerline, up to 15' AGL/314' MSL.

Rwy 25, vegetation and terrain beginning 1052' from DER, 276' right of centerline, up to 10' AGL/359' MSL.

TIN CITY LRRS (PATC)

TIN CITY, AK. . . . . AMDT 3, 09015

Diverse Departures not authorized.

DEPARTURE PROCEDURE: **Rwy 16,** use TIN CITY DEPARTURE. **Rwy 34,** NA.

TOGIAK VILLAGE, AK

TOGIAK (TOG)
AMDT 1 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-environmental

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 028° to 1000, then climbing right turn to 2800 direct TOG NDB/DME, continue climb in TOG NDB/DME holding pattern (hold southwest, right turn, 023° inbound) to cross TOG NDB/DME at or above 2800 before proceeding on course. **Rwy 21,** climb heading 208° to 1000, then climbing left turn to 2800 direct TOG NDB/DME, continue climb in TOG NDB/DME holding pattern (hold southwest, right turn, 023° inbound) to cross TOG NDB/DME at or above 2800 before proceeding on course.

NOTE: **Rwy 21,** boats beginning 150' from departure end of runway, 500' left of centerline, up to 50' AGL/50' MSL.

TOK, AK

TOK JUNCTION (6K8)
ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** std. with a min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions. **Rwy 25,** 300-1½ or std. with a min. climb of 360' per NM to 2300 and 230' per NM to 3600, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC, or for climb in visual conditions: cross Tok Junction Airport at or above 2700, then continue climbing to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC. **Rwy 25,** climb to 2300 via heading 251°, then climbing right turn to 8000 via heading 060° and ORT VORTAC R-286 direct ORT VORTAC, or for climb in visual conditions: cross Tok Junction Airport at or above 2700, then continue climbing to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC.

NOTE: **Rwy 25,** tower 1 NM from departure end of runway, 2150' left of centerline, 228' AGL/1863' MSL.

TOKSOOK BAY, AK

TOKSOOK BAY (OOK)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. with a min. climb of 480' per NM to 1800, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 165° to 1000 before proceeding on course. **Rwy 34,** for climb in visual conditions: Cross Toksook Bay Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 16,** multiple trees beginning 85' from departure end of runway, 300' right of centerline, up to 15' AGL/65' MSL. Multiple trees beginning 100' from departure end of runway, on centerline, up to 15' AGL/61'MSL. **Rwy 34,** multiple trees beginning 1260' from departure end of runway, 240' right of centerline, up to 15' AGL/264' MSL.

UNALAKLEET, AK

UNALAKLEET (UNK)
AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2¾ or std. w/ a min. climb of 380' per NM to 800. **Rwy 33,** 500-2 or std. w/ a min. climb of 380' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8,** climbing right turn to 1800 via heading 175° and UNK R-210, then climbing right turn to intercept UNK R-240 to UNK VOR/DME before proceeding on course. **Rwy 15,** climbing right turn to 1600 via heading 175° and UNK R-210, then climbing right turn to intercept UNK R-235 to UNK VOR/DME before proceeding on course. **Rwy 26,** climb to 1600 via heading 263° and UNK R-250, then climbing left turn to intercept UNK R-229 to UNK VOR/DME before proceeding on course. **Rwy 33,** climbing left turn to 1600 via heading 250 and UNK R-265, then climbing left turn to intercept UNK R-238 to UNK VOR/DME before proceeding on course.

NOTE: **Rwy 8,** tower 2.1 NM from DER, 2981' left of centerline, 308' AGL/608' MSL. Tree 2.4 NM from DER, 2858' left of centerline, 35' AGL/434' MSL. Vehicle on road 100' from DER, 152' left of centerline, 15' AGL/24' MSL. **Rwy 15,** antenna 1280' from DER, 133' left of centerline, 38' AGL/62' MSL. **Rwy 33,** trees beginning 1.4 NM from DER, 1877' right of centerline, up to 35' AGL/484' MSL. Vehicles on road beginning 18' from DER, 146' right of centerline, up to 15' AGL/33' MSL.

UNALASKA, AK

UNALASKA (DUT)
AMDT 3 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 12, 30,** 1000-3.

DEPARTURE PROCEDURE: **Rwys 12, 30,** climb in visual conditions until established on DUT NDB/DME 355° bearing over JADPI/DUT 2 DME (visual conditions must be maintained from take-off until established over JADPI at or above 400). Cross JADPI at or above 400 then climb on the 355° bearing from DUT NDB/DME to 5500 before proceeding on course.

NOTE: CAUTION: Rapidly rising terrain to above 2000' MSL East, South, and West of airport.

VALDEZ, AK

VALDEZ PIONEER FIELD (VDZ)
AMDT 5 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24,** 3500-3. Procedure NA at night.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climb in visual conditions to MNL NDB (visual conditions must be maintained from takeoff until established over MNL NDB at or above 3500 MSL); cross MNL NDB at or above 3500 MSL, continue climb to 7000 via 233º bearing from MNL NDB, then climbing left turn to 10000 direct MNL NDB.

NOTE: **Rwy 6,** multiple bushes and trees beginning 2184' from departure end of runway, 662' left of centerline, up to 100' AGL/699' MSL. Multiple trees beginning 643' from departure end of runway, 470' right of centerline, up to 100' AGL/699' MSL. Obstruction light on LDA 6' from departure end of runway, 299' right of centerline, 79' AGL/148' MSL. Obstruction light on DME 22' from departure end of runway, 361' right of centerline, 79' AGL/148' MSL. **Rwy 24,** multiple trees beginning 623' from departure end of runway, 385' left of centerline, up to 100' AGL/130' MSL. Multiple trees beginning 469' from departure end of runway, 482' right of centerline, up to 100' AGL/139' MSL.

VENETIE, AK

VENETIE (PAVE)
ORIG 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** Climbing right turn to intercept FYU VORTAC R-294 to FYU VORTAC. **Rwy 22,** Climbing left turn to intercept FYU VORTAC R-287 to FYU VORTAC.

WALES, AK

WALES (IWK)
ORIG 04218 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1½ or std. with a min. climb of 445' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 177° until crossing TNC NDB/DME bearing 228° then turn left heading 018° to intercept the 048° course to TNC NDB/DME. **Rwy 36,** climb via heading 357° to 2000 then turn right heading 183° to intercept the 153° course to TNC NDB/DME.

NOTE: **Rwy 18,** trees 1.2 NM from departure end of runway, 2334' left of centerline, 50' AGL/349' MSL.

WASILLA, AK

WASILLA (IYS)
ORIG 05020 (FAA)

TEXTUAL DEPARTURE: **Rwy 3,** turn left direct BGQ VORTAC: then, **Rwy 21,** turn right direct BGQ VORTAC: then
Aircraft departing R-150 degrees clockwise through R-309, climb on course.
Aircraft departing R-310 degrees clockwise through R-149, climb in BGQ holding pattern to 4500 prior to departing on course. Hold N, RT, 168° inbound. Do not exceed 265 knots in holding.

WILLOW, AK

WILLOW (UUO)
ORIG 06271 (FAA)

DEPARTURE PROCEDURE: Use BIG LAKE DEPARTURE.

WRANGELL, AK

WRANGELL (WRG)
AMDT 1 82021 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28,** 1000-3.

DEPARTURE PROCEDURE: **Rwy 10,** turn left immediately. **Rwy 28,** climb on runway heading to 500. Proceed under VFR until established on LVD VOR R-059 or 059° bearing from SQM NDB. Climb to cross LVD VOR/SQM NDB at or above 4000.

YAKUTAT, AK

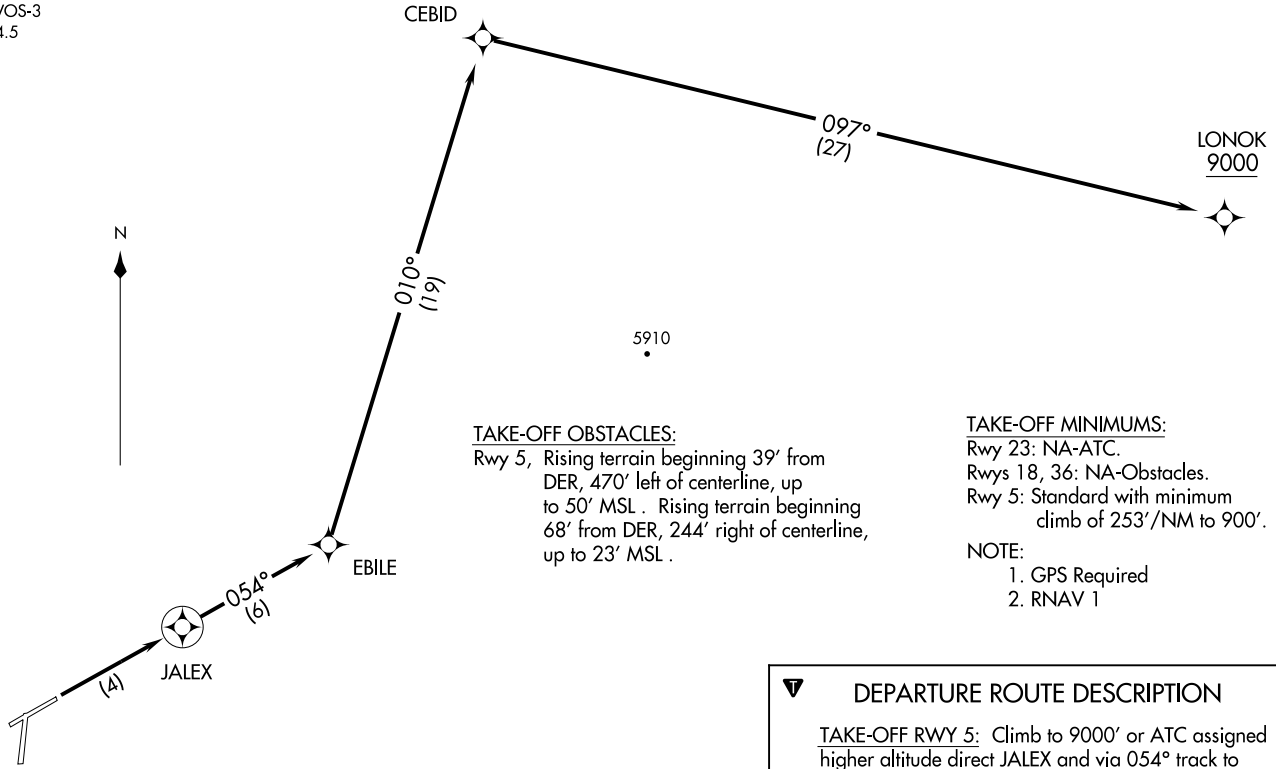
YAKUTAT (YAK)
AMDT 4 05188 (FAA)

DEPARTURE PROCEDURE: **Rwys 2,11,20,29, All aircraft** climb direct YAK VOR/DME or OCC NDB. Thence...
...Aircraft continuing via radial/bearing 105 CW 280 proceed on course.
...All other aircraft climb in YAK VOR/DME holding pattern (SE, LT, 290° inbound) or OCC NDB holding pattern (W, RT, 112° inbound) to cross YAK VOR/DME or OCC NDB at or above 12,000 before proceeding on course.

NOTE: **Rwy 2,** multiple trees 458' from departure end of runway, 317' right of centerline, up to 76' AGL/99' MSL. Multiple trees 643' from departure end of runway, 342' left of centerline, up to 87' AGL/114' MSL. Tower 376' from departure end of runway, 243' left of centerline, 42' AGL/75' MSL. Obstruction light on glide slope 372' from departure end of runway, 238' left of centerline 34' AGL/67' MSL. Obstruction light on TMOM 593' from departure end of runway, 639' left of centerline, 24' AGL/51' MSL. **Rwy 11,** multiple trees beginning 95' from departure end of runway, 345' right of centerline, up to 75' AGL/98' MSL. Multiple trees beginning 121' from departure end of runway, from 377' left of centerline, up to 92' AGL/115' MSL. **Rwy 20,** multiple trees beginning 129' from departure end of runway, 297' right of centerline, up to 148' AGL/158' MSL. Multiple trees beginning 79' from departure end of runway, 283' left of centerline, up to 137' AGL/147' MSL. **Rwy 29,** multiple trees and bushes 122' from departure end of runway, 389' right of centerline, up to 123' AGL/153' MSL. Multiple trees and bushes 51' from departure end of runway, 65' left of centerline, up to 108' AGL/138' MSL.

JALEX ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
126.4 254.3
CTAF 122.9
AWOS-3
134.5



TAKE-OFF OBSTACLES:
Rwy 5, Rising terrain beginning 39′ from DER, 470′ left of centerline, up to 50′ MSL . Rising terrain beginning 68′ from DER, 244′ right of centerline, up to 23′ MSL .

TAKE-OFF MINIMUMS:
Rwy 23: NA-ATC.
Rwys 18, 36: NA-Obstacles.
Rwy 5: Standard with minimum climb of 253′/NM to 900′.

NOTE:
1. GPS Required
2. RNAV 1

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb to 9000′ or ATC assigned higher altitude direct JALEX and via 054° track to EBILE, and via 010° track to CEBID and via 097° track to cross LONOK at or above 9000′ before proceeding on course.

NOTE: Chart not to scale.

NDB/DME RWY 23

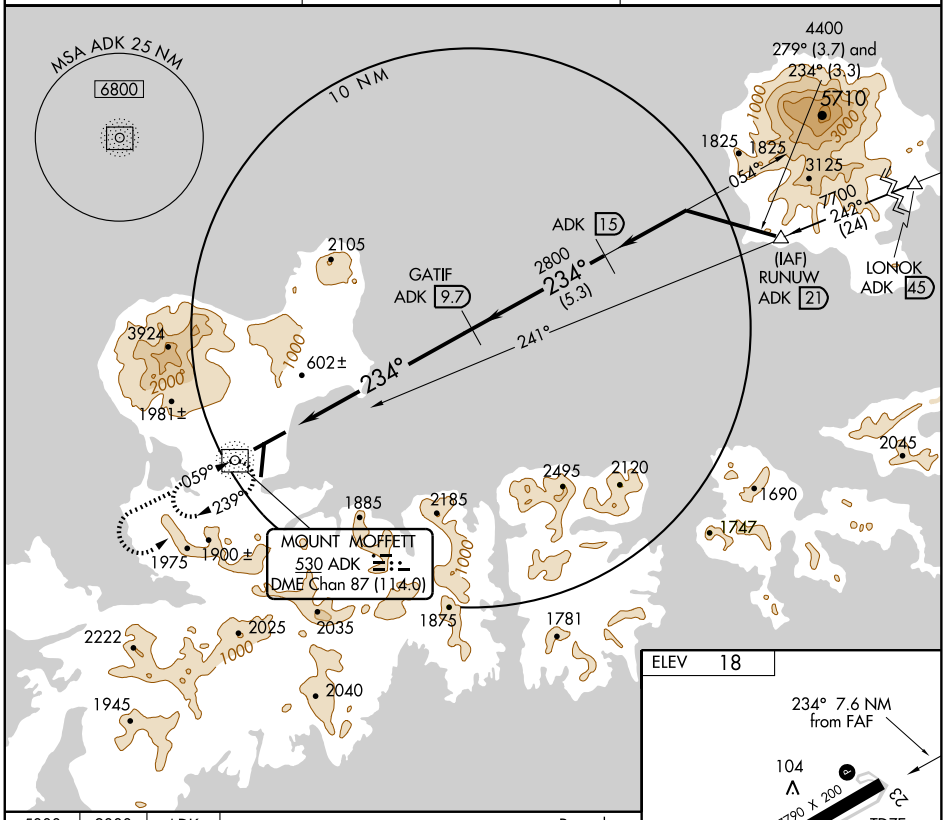
ADAK (ADK)(PADK)

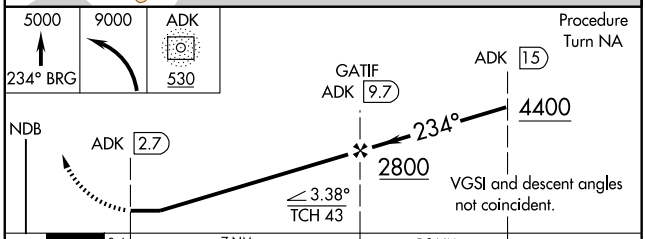
NDB/DME ADK	APP CRS	Rwy Idg 7790
530	234°	TDZE 15
Chan 87 (114.0)		Apt Elev 18

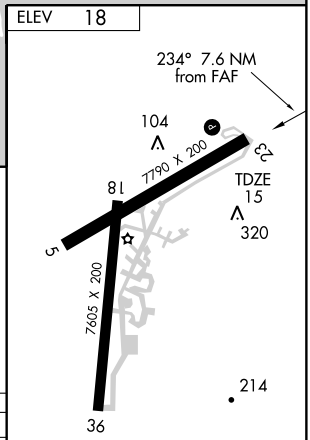
Circling not authorized at night.

MISSED APPROACH: Climb to 5000 via direct ADK NDB/DME and ADK NDB/DME 234° bearing, then climbing left turn to 9000 direct ADK NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
134.5	126.4 254.3	122.9 (L)







CATEGORY	A	B	C	D
S-23	1600/60 1585 (1600-1¼)	1600-1½ 1585 (1600-1½)	1600-3 1585 (1600-3)	
CIRCLING	1600-1¼ 1582 (1600-1¼)	1600-1½ 1582 (1600-1½)	1600-3 1582 (1600-3)	

HIRL Rwys 5-23 and 18-36 (L)

AK. 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 23

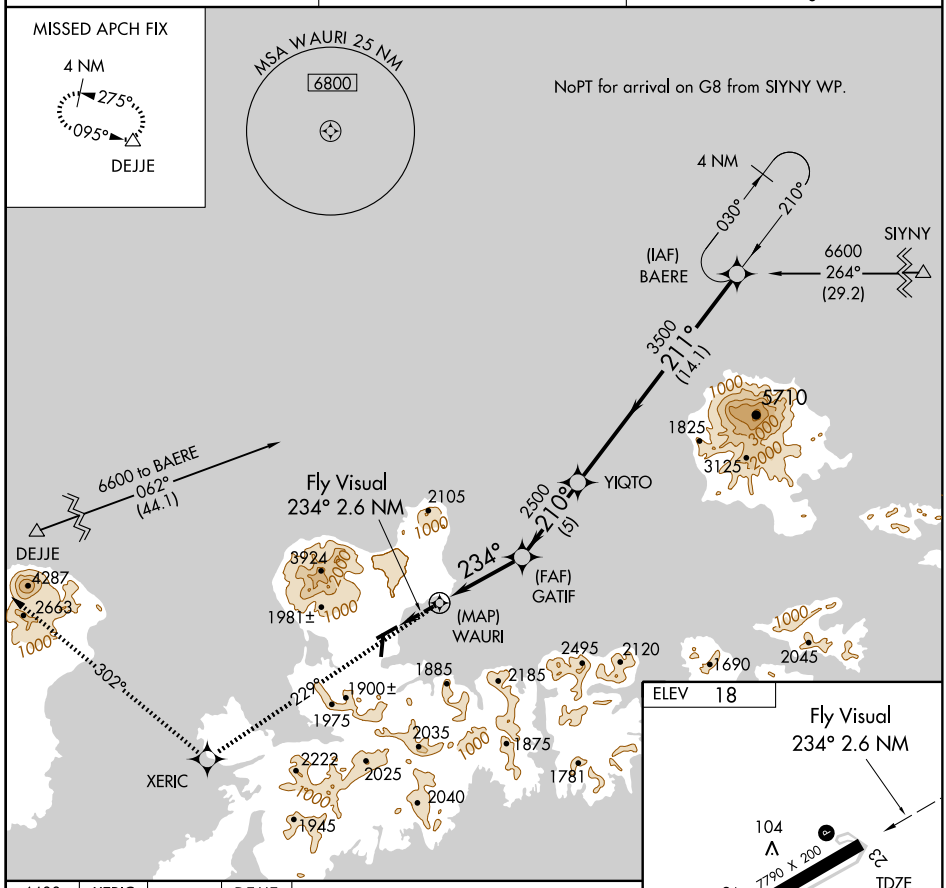
ADAK (ADK)(PADK)

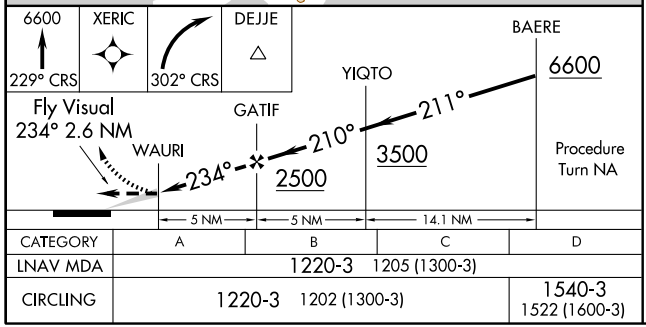
APP CRS	Rwy ldg	7790
234°	TDZE	15
	Apt Elev	18

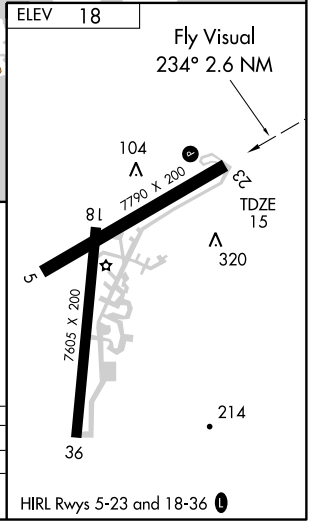
Circling not authorized at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6600 via 229° course to XERIC, then right turn via 302° course to DEJJE and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
134.5	126.4 254.3	122.9 (L)







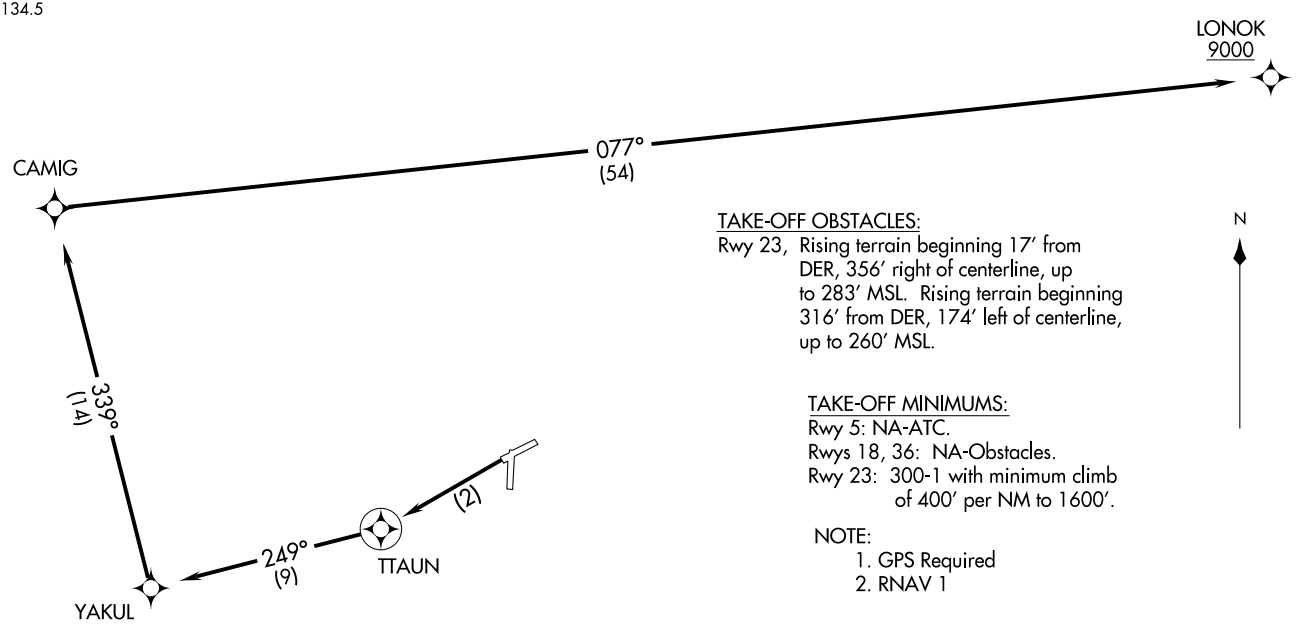
CATEGORY	A	B	C	D
LNAV MDA	1220-3	1205 (1300-3)		
CIRCLING	1220-3	1202 (1300-3)		1540-3 1522 (1600-3)

HIRL Rwys 5-23 and 18-36 (L)

AK. 17 DEC 2009 to 11 FEB 2010

TTAUN TWO DEPARTURE (RNAV)

ANCHORAGE CENTER
126.4 254.3
CTAF 122.9
AWOS-3
134.5



TAKE-OFF OBSTACLES:
Rwy 23, Rising terrain beginning 17′ from DER, 356′ right of centerline, up to 283′ MSL. Rising terrain beginning 316′ from DER, 174′ left of centerline, up to 260′ MSL.

TAKE-OFF MINIMUMS:
Rwy 5: NA-ATC.
Rwys 18, 36: NA-Obstacles.
Rwy 23: 300-1 with minimum climb of 400′ per NM to 1600′.

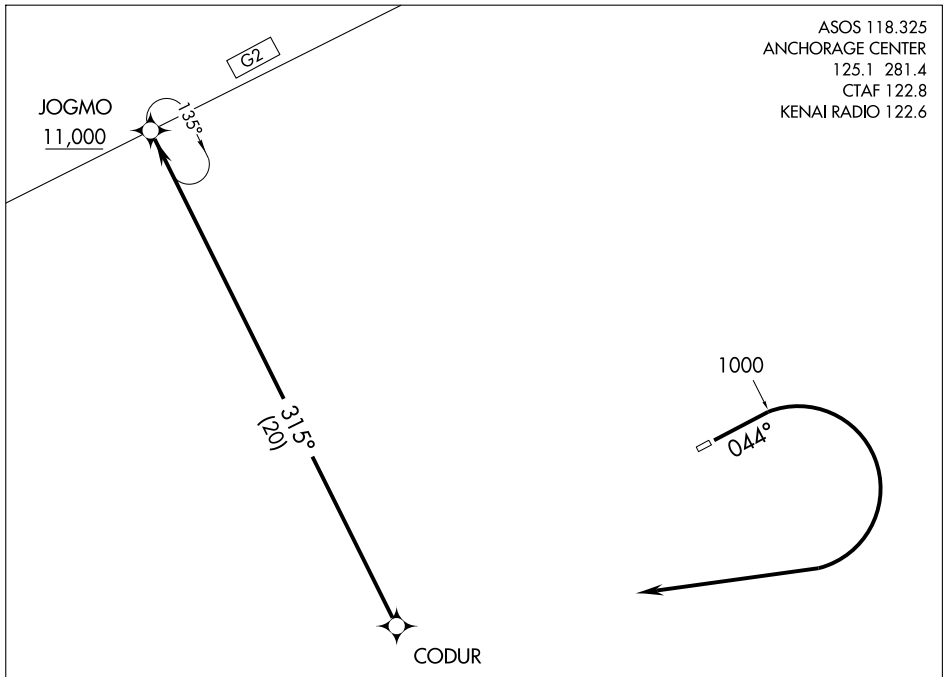
NOTE:
1. GPS Required
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 23: Climb to 9000 or assigned higher altitude direct TTAUN, and via 249° track to YAKUL, and right turn via 339° track to CAMIG and right turn via 077° track to LONOK before proceeding on course.

JOGMO ONE DEPARTURE (RNAV) (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 4: Standard with a minimum (obstacle) climb of 450 feet per NM to 2200, or 2200-3 for climb in visual conditions. Climb in visual conditions NA at night.
Rwy 22: NA, obstacles.

NOTE:
1. GPS Required
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb via 044° heading to 1000, then via right turn direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence . . . .
Or climb in visual conditions to cross Akhiok Airport at or above 2200 southwest bound direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence . . . .

. . . . Climb in holding, (if required) to cross JOGMO WP at or above 11,000 before proceeding via assigned route.

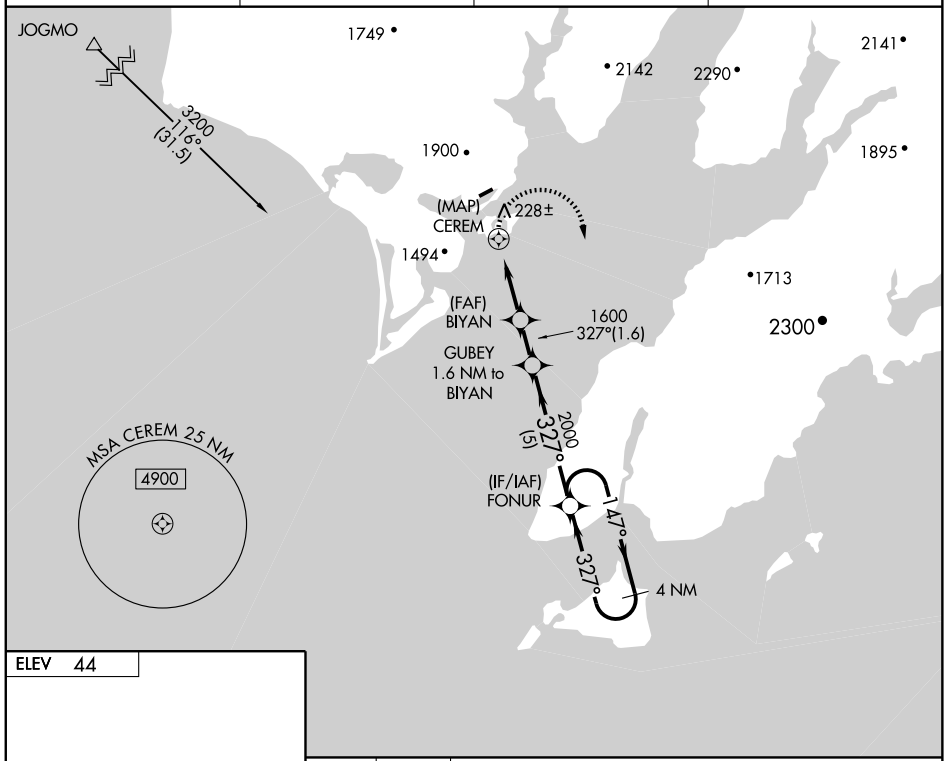
APP CRS	Rwy Idg	N/A
327°	TDZE	N/A
	Apt Elev	44

RNAV (GPS)-A
AKHIOK (AKK) (PAKH)

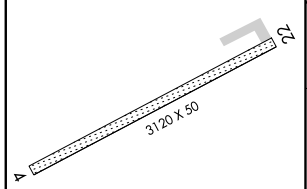
DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA northwest of Rwy 4/22. If local altimeter setting not received, use Kodiak altimeter setting and increase all MDAs 800 feet.

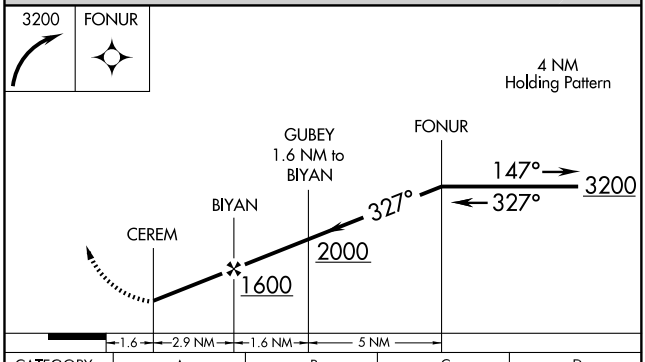
MISSED APPROACH: Climbing right turn to 3200 direct FONUR and hold.

ASOS	ANCHORAGE CENTER	UNICOM	KENAI RADIO
118.325	125.1 281.4	122.8 (CTAF) L	122.6



ELEV 44



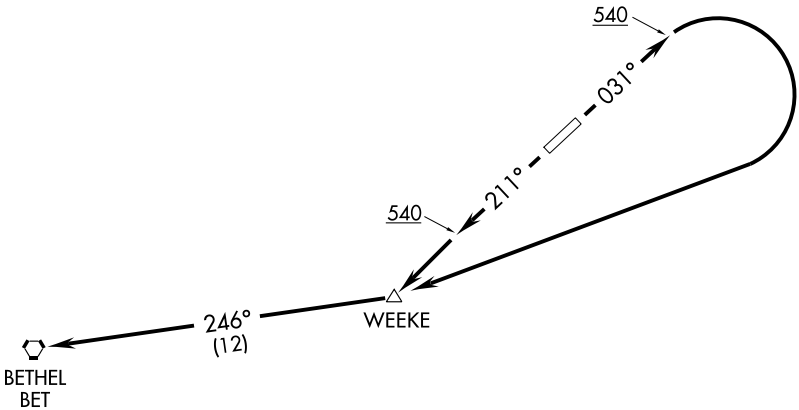


CATEGORY	A	B	C	D
CIRCLING	540-2	496 (500-2)	NA	

AK. 17 DEC 2009 to 11 FEB 2010

AKIAK ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
125.2 372.0
CTAF 122.9



TAKE-OFF MINIMUMS
Rwy 3, 21: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb heading 031° to 540, then right turn direct WEEKE, thence . . .

TAKE-OFF RUNWAY 21: Climb heading 211° to 540, then direct WEEKE, thence . . .

. . . via 246° track to BET VORTAC. Continue climb to MEA for route of flight.

APP CRS	Rwy Idg	3196
031°	TDZE	30
	Apt Elev	30

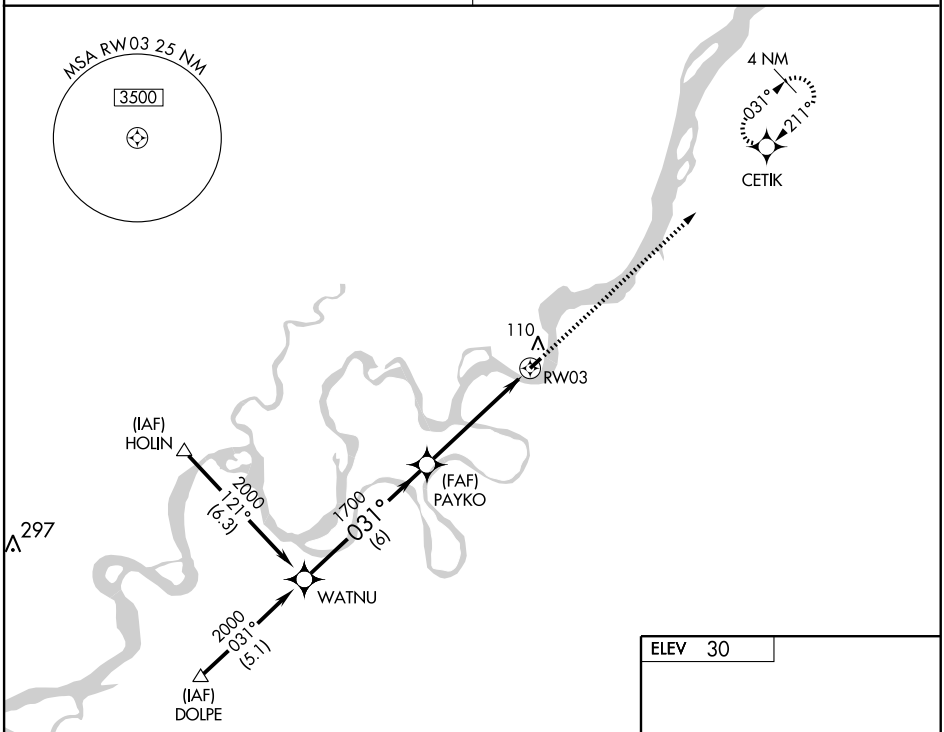
RNAV (GPS) RWY 3

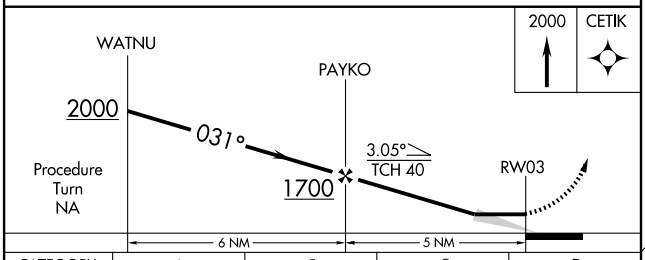
AKIAK (AKI) (PFAK)

Use Bethel altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Bethel ATIS/ASOS 119.8
Bethel ASOS: OSE 251, BET 114.1

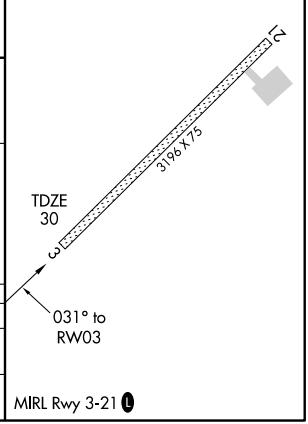
MISSED APPROACH: Climb to 2000 direct CETIK WP and hold.

ANCHORAGE CENTER	CTAF
125.2 372.0	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	420-1	390 (400-1)	NA	
CIRCLING	480-1	450 (500-1)	NA	



AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3196
211°	TDZE	30
	Apt Elev	30

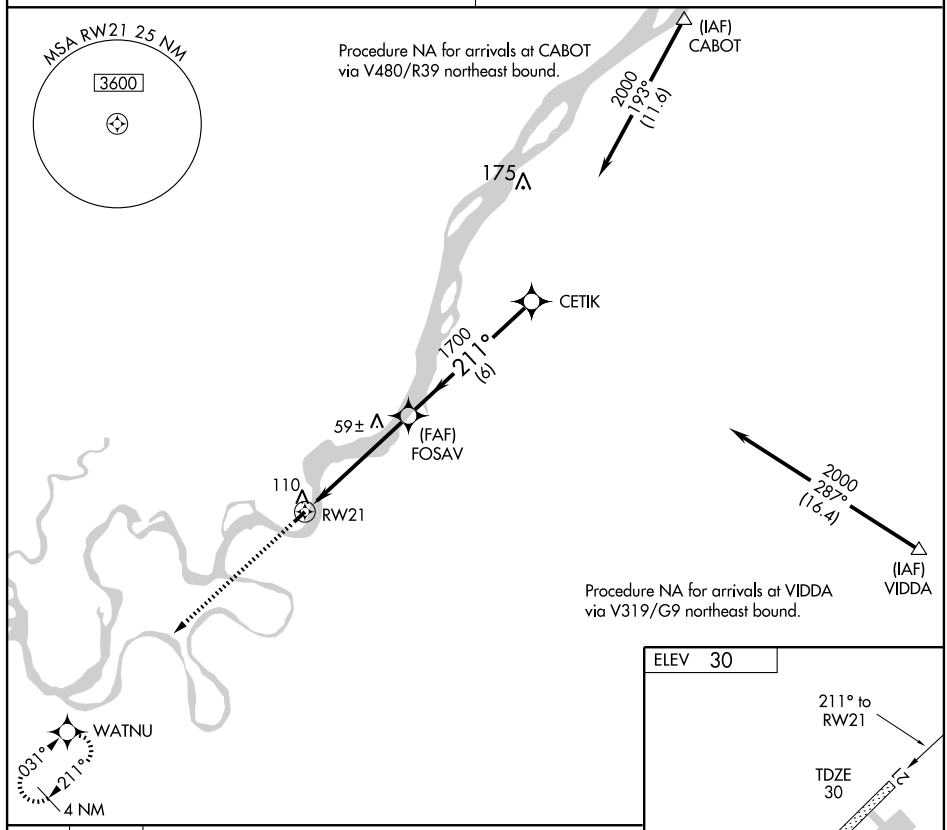
RNAV (GPS) RWY 21

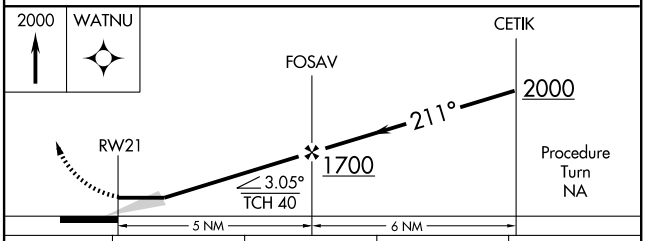
AKIAK (AKI) (PFAK)

Use Bethel altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Bethel ATIS/ASOS 119.8.
Bethel ASOS: OSE 251, BET 114.1.

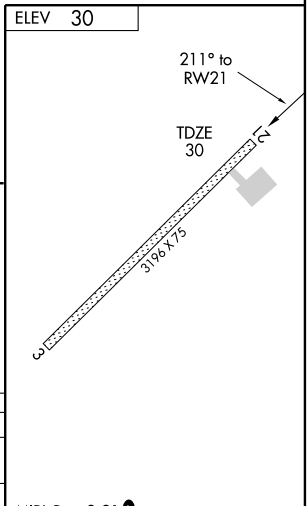
MISSED APPROACH: Climb to 2000 direct WATNU WP and hold.

ANCHORAGE CENTER	CTAF
125.2 372.0	122.9 L





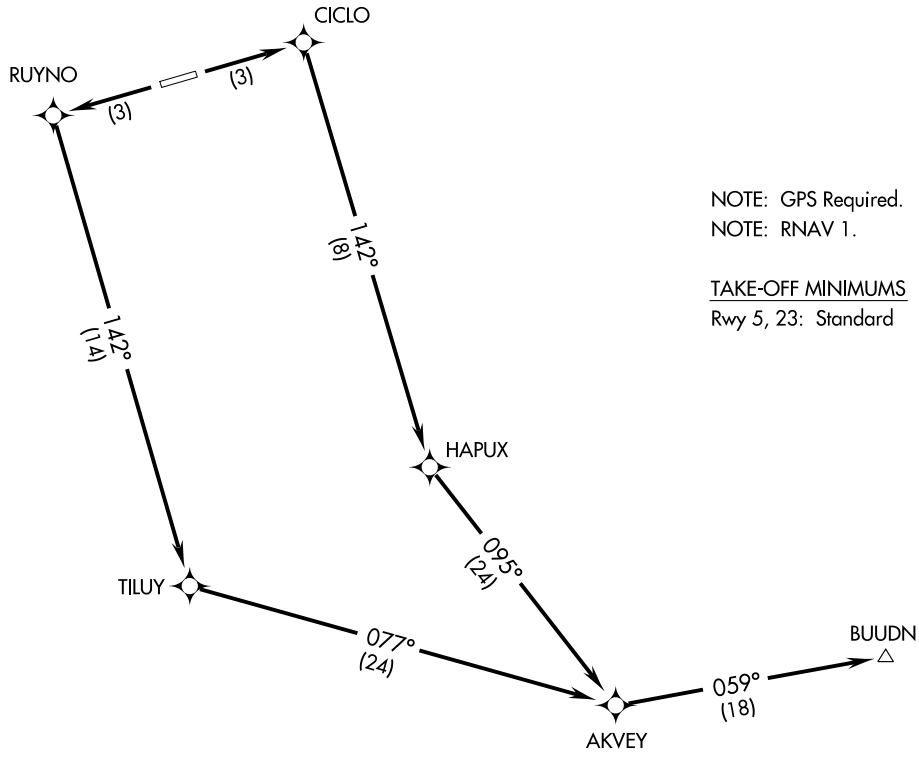
CATEGORY	A	B	C	D
LNAV MDA	420-1	390 (400-1)	NA	
CIRCLING	480-1	450 (500-1)	NA	



AK, 17 DEC 2009 to 11 FEB 2010

BUUDN ONE DEPARTURE (RNAV)

FAIRBANKS RADIO
122.2
ANCHORAGE CENTER
124.6 352.0
CTAF
122.9



NOTE: GPS Required.
NOTE: RNAV 1.

TAKE-OFF MINIMUMS
Rwy 5, 23: Standard

TAKE-OFF OBSTACLE NOTES
Rwy 5: Tree 799′ from DER, 606′ right of centerline 40′ AGL/532′ MSL.
Tree 1297′ from DER 664′ right of centerline 40′ AGL/534′ MSL.
Tree 2007′ from DER 342′ right of centerline 40′ AGL/498′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb to 7000 direct CICLO and right turn via 142° track to HAPUX and via 095° track to AKVEY and via 059° track to BUUDN.

TAKE-OFF RUNWAY 23: Climb to 7000 direct RUYNO and left turn via 142° track to TILUY and via 077° track to AKVEY and via 059° track to BUUDN.

APP CRS	Rwy Idg	4000
052°	TDZE	439
	Apt Elev	441

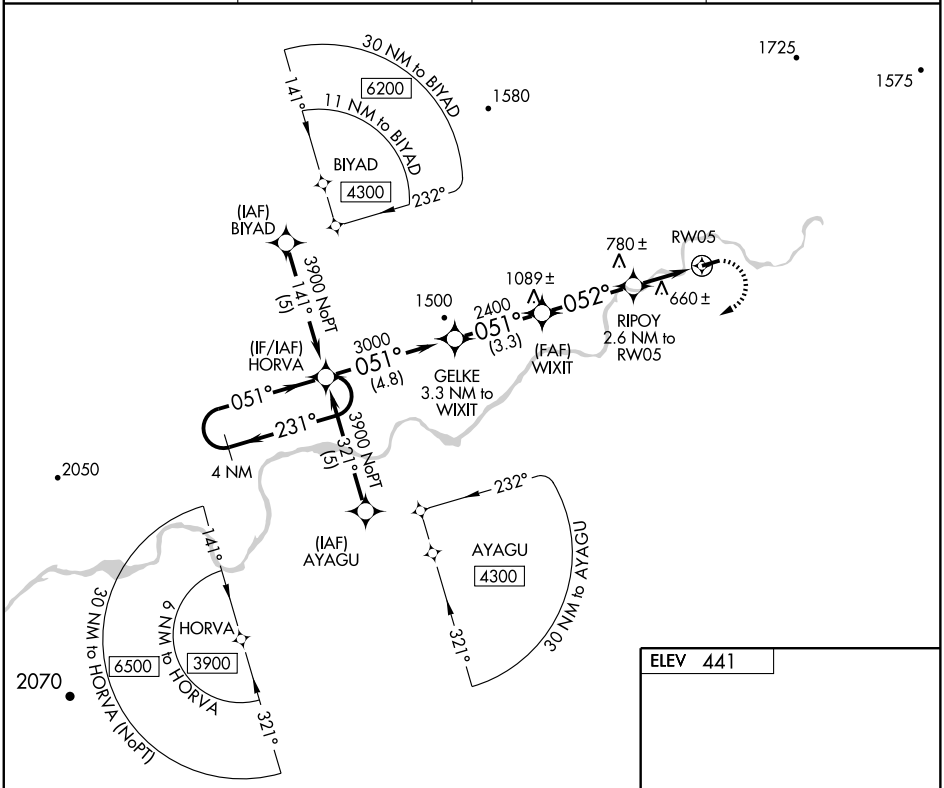
RNAV (GPS) RWY 5
ALLAKAKET (6A8) (PFAL)

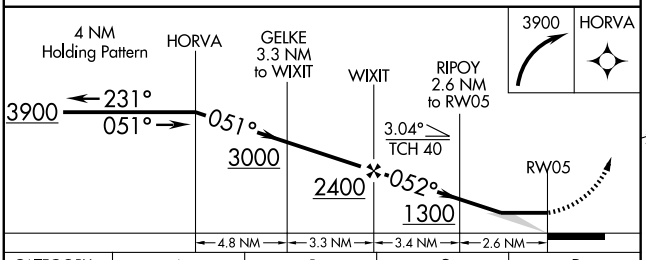
Use Bettles altimeter setting. DME/DME RNP-0.3 NA.

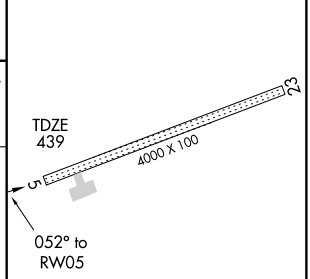
NA

MISSED APPROACH: Climbing right turn to 3900 direct HORVA and hold.

BETTLES ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.450	124.6 352.0	122.2	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 581 (600-1)		1020-1½ 581 (600-1½)	NA
CIRCLING	1100-1 659 (700-1)	1160-1 719 (800-1)	1200-2¼ 759 (800-2¼)	NA

MIRL Rwy 5-23 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4000
232°	TDZE	441
	Apt Elev	441

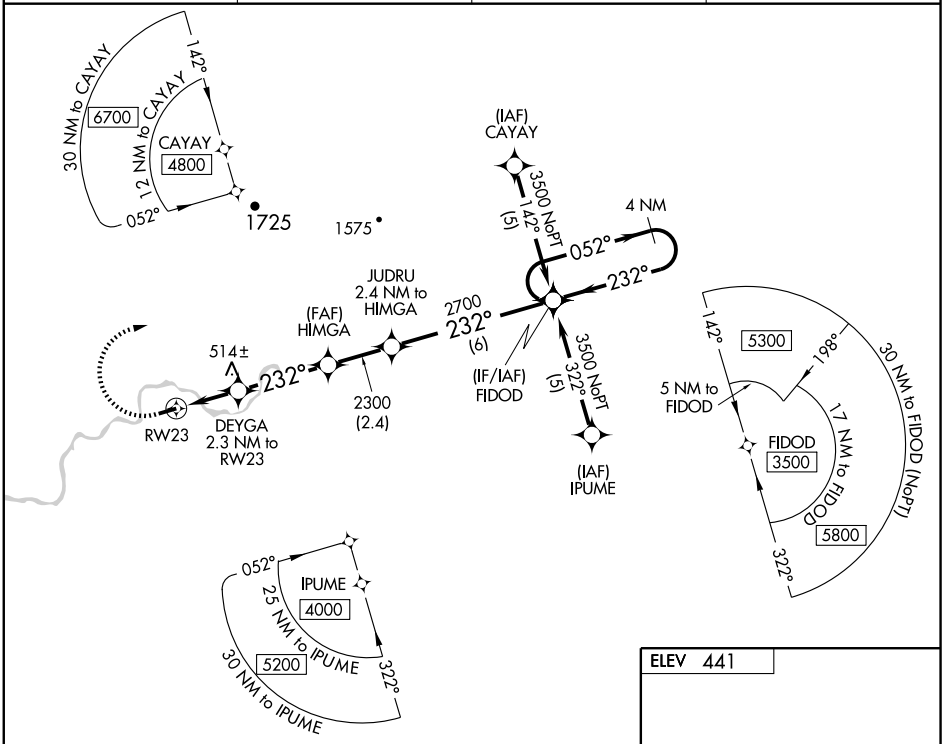
RNAV (GPS) RWY 23

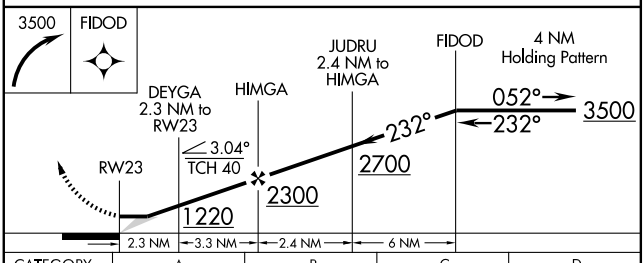
ALLAKAKET (6A8) (PFAL)

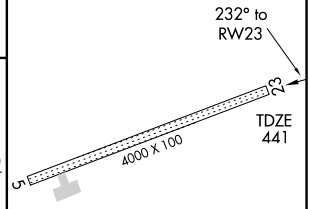
Use Bettles altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3500 direct FIDOD and hold.

BETTLES ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.450	124.6 352.0	122.2	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	900-1 459 (500-1)		900-1¼ 459 (500-1¼)	NA
CIRCLING	1100-1 659 (700-1)	1160-1 719 (800-1)	1200-2¼ 759 (800-2¼)	NA

MIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

AMBLER, ALASKA

AL-6686 (FAA)

NDB RWY 36

AMBLER (AFM) (PAFM)

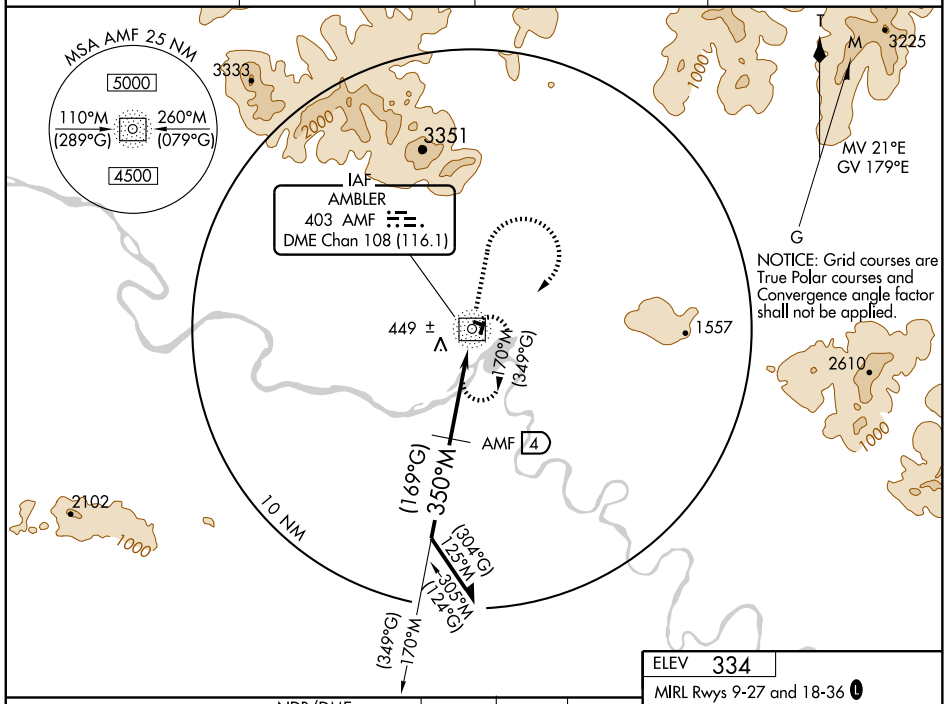
NDB/DME AMF	APP CRS	Rwy Idg	3000
403	350°M	TDZE	292
Chan108(116.1)	(169°G)	Apt Elev	334

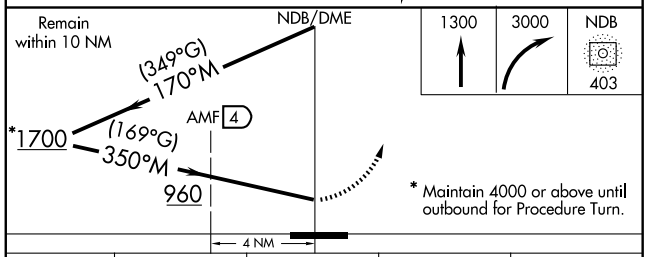
T
ANA

Circling not authorized west of Rwy 18-36.

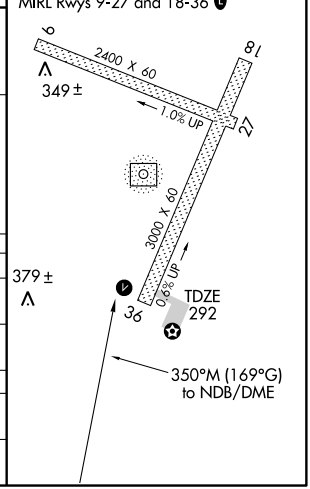
MISSED APPROACH: Climb to 1300 then right climbing turn to 3000 direct AMF NDB and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
132.1	119.2 263.0	122.0	122.7 L





CATEGORY	A	B	C	D
S-36	960-1	668 (700-1)	960-2 668 (700-2)	NA
CIRCLING	960-1	626 (700-1)	960-2 626 (700-2)	NA
DME MINIMUMS				
S-36	860-1	568 (600-1)	860-1 ½ 568 (600-1½)	NA
CIRCLING	860-1	526 (600-1)	860-1 ½ 526 (600-1½)	NA



AK. 17 DEC 2009 to 11 FEB 2010

AMBLER, ALASKA

AL-6686 (FAA)

RNAV (GPS) Y RWY 36

AMBLER (AFM) (PAFM)

APP CRS	Rwy Idg	3000
001°M	TDZE	313
(180°G)	Apt Elev	334

T NA — Circling not authorized west of Rwy 18-36. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2800 direct PIKFE WP and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
132.1	119.2 263.0	122.0	122.7 L

NOTICE: Grid courses are True Polar courses and Convergence angle factor shall not be applied.

Procedure NA for arrivals at JELLE on V-477 southwest bound.

T M MV 21°E GV 179°E G

3351 1557 2610 2102 1000

449 ± RW36

(FAF) JAKOW

1900 001°M (180°G) (5)

(IF/IAF) PIKFE

(180°G) 001°M 181°M (360°G) 4 NM

MSA RW36 25 NM 5000

(IAF) JELLE 2800 NoPT 055°M (234°G) (21.9)

(IAF) DESOY 2800 NoPT 009°M (188°G) (41.9)

1000

4 NM Holding Pattern

PIKFE

JAKOW

(360°G) 181°M 001°M (180°G)

2800

(180°G) 001°M

1900

2.96° TCH 40

1.1 NM to RW36

RW36

VGSI and descent angles not coincident

5 NM 3.9 NM 1.1

1000 2800 PIKFE

ELEV 334

MIRL Rwys 9-27 and 18-36 L

9 2400 X 60 1.0% UP 27

349 ±

81

3000 X 60 0.0% UP

379 ±

TDZE 313

36

001°M (180°G) to RW36

CATEGORY	A	B	C	D
LNAV MDA	660-1 347 (400-1)			NA
CIRCLING	700-1 366 (400-1)	800-1 466 (500-1)	800-1½ 466 (500-1½)	NA

AK, 17 DEC 2009 to 11 FEB 2010

AMBLER, ALASKA

AL-6686 (FAA)

RNAV (GPS) Z RWY 36

AMBLER (AFM) (PAFM)

APP CRS	Rwy Idg	3000
001°M	TDZE	313
(180°G)	Apt Elev	334

Circling not authorized west of Rwy 18-36.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2800 direct PIKFE WP and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
132.1	119.2 263.0	122.0	122.7 L

NOTICE: Grid courses are True
Polar courses and Convergence angle factor shall not be applied.

MV 21°E
GV 179°E

30 NM to PURJI
5800
10 NM to PURJI
4200
PURJI
091°
(270°G)
181°
(360°G)
(IAF)
PURJI
2800 NoPT
091°M
(270°G)
(5)
(FAF)
JAKOW
449 ±
RW36
1900
001°M
(180°G)
(5)
(360°G)
181°
30 NM to SKINY
6000
10 NM to SKINY
2800
SKINY
271°
(090°G)
(IAF)
SKINY
2800 NoPT
271°M
(090°G)
(5)
(IF/IAF)
PIKFE
(180°G)
001°M
181°M
(360°G)
4 NM
(270°G)
091°
PIKFE
2800
5 NM to PIKFE
4200
30 NM to PIKFE (NoPT)
(090°G)
271°

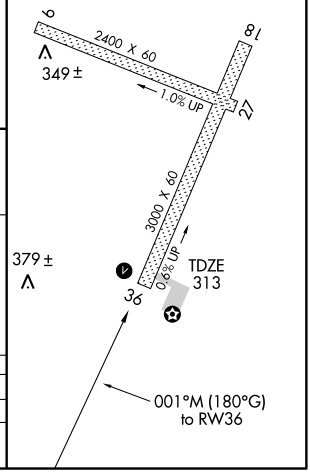
3351
1000
1557
2610
2102
1000
1000
1000

4 NM
Holding Pattern

VGSI and descent angles not coincident

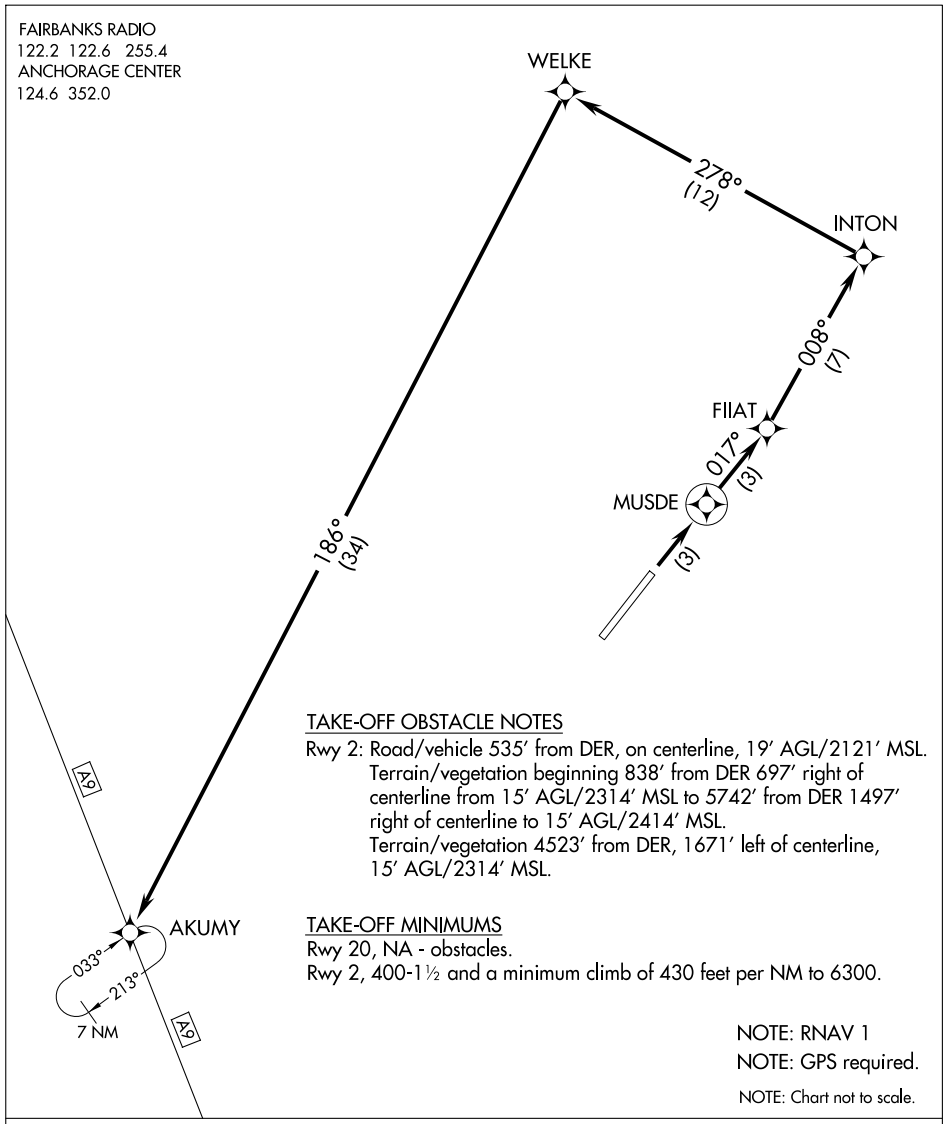
CATEGORY	A	B	C	D
LNAV MDA	660-1 347 (400-1)			NA
CIRCLING	700-1 366 (400-1)	800-1 466 (500-1)	800-1½ 466 (500-1½)	NA

ELEV 334
MIRL Rwys 9-27 and 18-36 L



AK, 17 DEC 2009 to 11 FEB 2010

AKUMY TWO DEPARTURE (RNAV) (OBSTACLE)



TAKE-OFF OBSTACLE NOTES

Rwy 2: Road/vehicle 535′ from DER, on centerline, 19′ AGL/2121′ MSL. Terrain/vegetation beginning 838′ from DER 697′ right of centerline from 15′ AGL/2314′ MSL to 5742′ from DER 1497′ right of centerline to 15′ AGL/2414′ MSL. Terrain/vegetation 4523′ from DER, 1671′ left of centerline, 15′ AGL/2314′ MSL.

TAKE-OFF MINIMUMS

Rwy 20, NA - obstacles.
Rwy 2, 400-1½ and a minimum climb of 430 feet per NM to 6300.

NOTE: RNAV 1
NOTE: GPS required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb direct MUSDE, then via depicted route to AKUMY. Thence proceed on course. Maintain 10000 or higher assigned altitude.

NDB AKP	APP CRS	Rwy Idg	N/A
348	039°	TDZE	N/A
		Apt Elev	2102

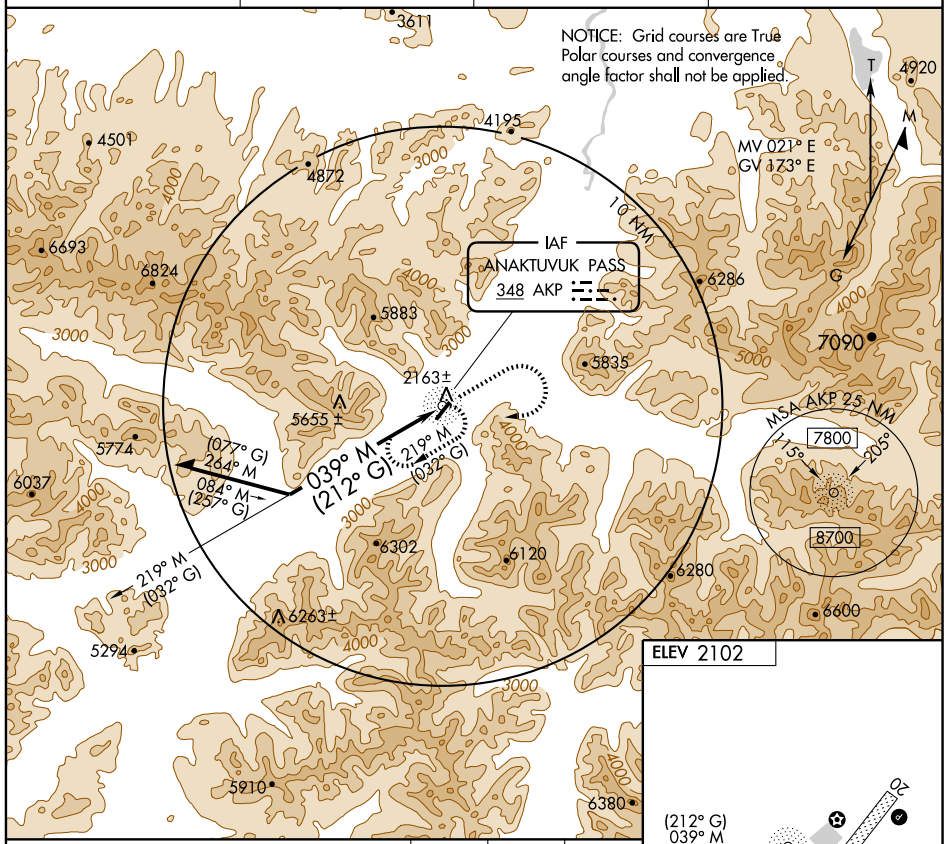
NDB-B

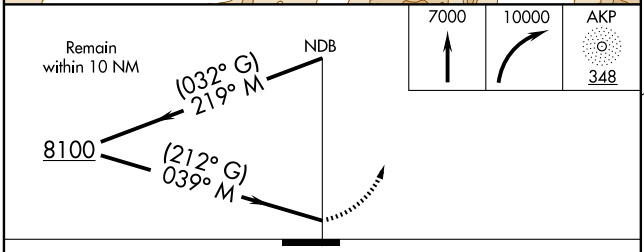
ANAKTUVUK PASS (AKP) (PAKP)

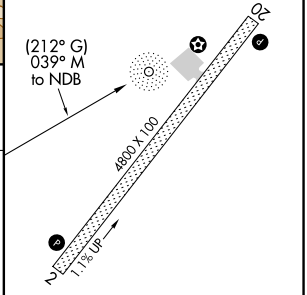
T
A NA
When local altimeter setting not received, procedure NA.
Circling NA west of Rwy 2-20.
Circling to Rwy 2 NA at night for Cats C and D.
When VGSI inoperative, circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct AKP NDB and hold, continue climb-in-hold to 10000.

AWOS-3	ANCHORAGE CENTER	GCO	CTAF
135.75	124.6 352.0	122.15	122.8 L







CATEGORY	A	B	C	D
CIRCLING	6600-1¼ 4498 (4500-1¼)	6600-1½ 4498 (4500-1½)	6600-3 4498 (4500-3)	

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
034°	TDZE	N/A
	Apt Elev	2102

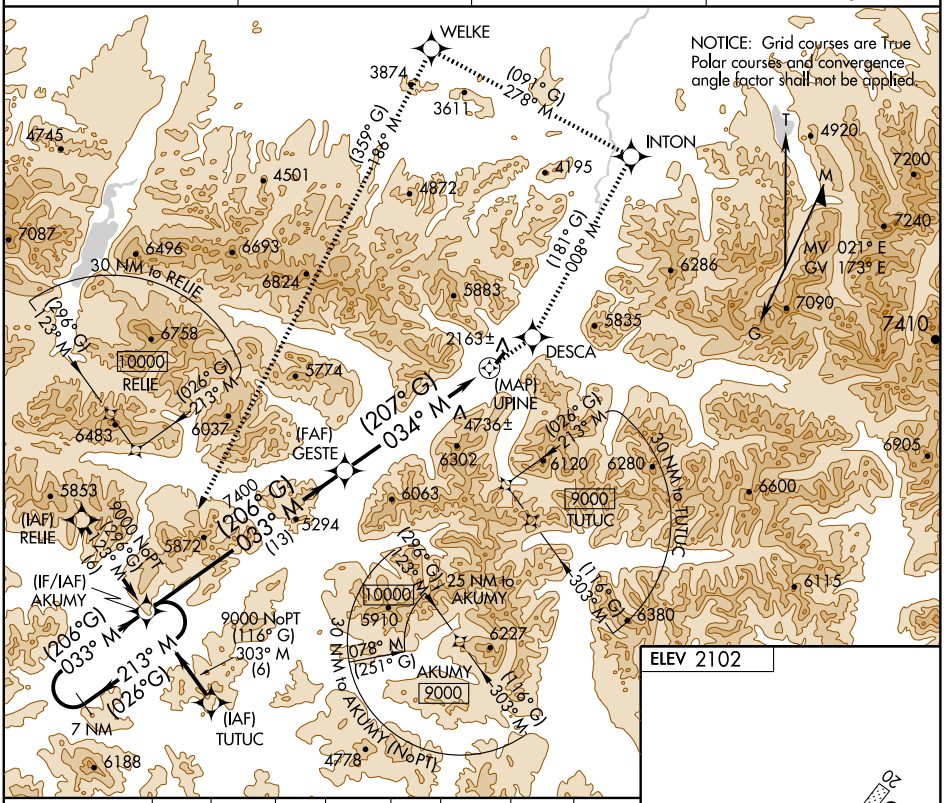
RNAV (GPS)-A

ANAKTUVUK PASS (AKP) (PAKP)

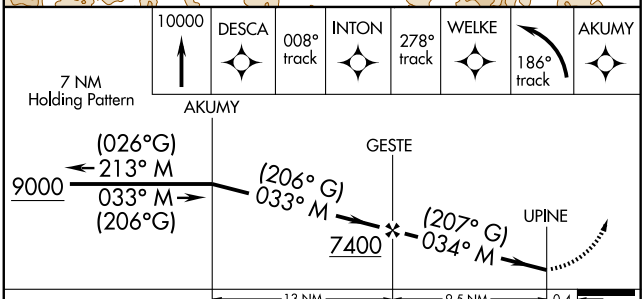
Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
When local altimeter setting not received, procedure NA.
When VGSI inoperative, circling Rwy 20 NA at night.
Circling to Rwy 2 NA at night for Cat C and D.

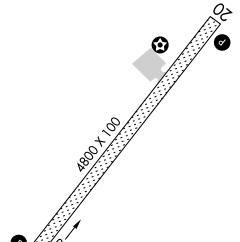
MISSED APPROACH: Climb to 10000 direct DESCA and via 008° track to INTON and via 278° track to WELKE and left turn via 186° track to AKUMY and hold.

AWOS-3	ANCHORAGE CENTER	GCO	CTAF
135.75	124.6 352.0	122.15	122.8 L



ELEV 2102





CATEGORY	A	B	C	D
CIRCLING	5180-1¼ 3078 (3100-1¼)	5180-1½ 3078 (3100-1½)	5180-3 3078 (3100-3)	5260-3 3158 (3200-3)

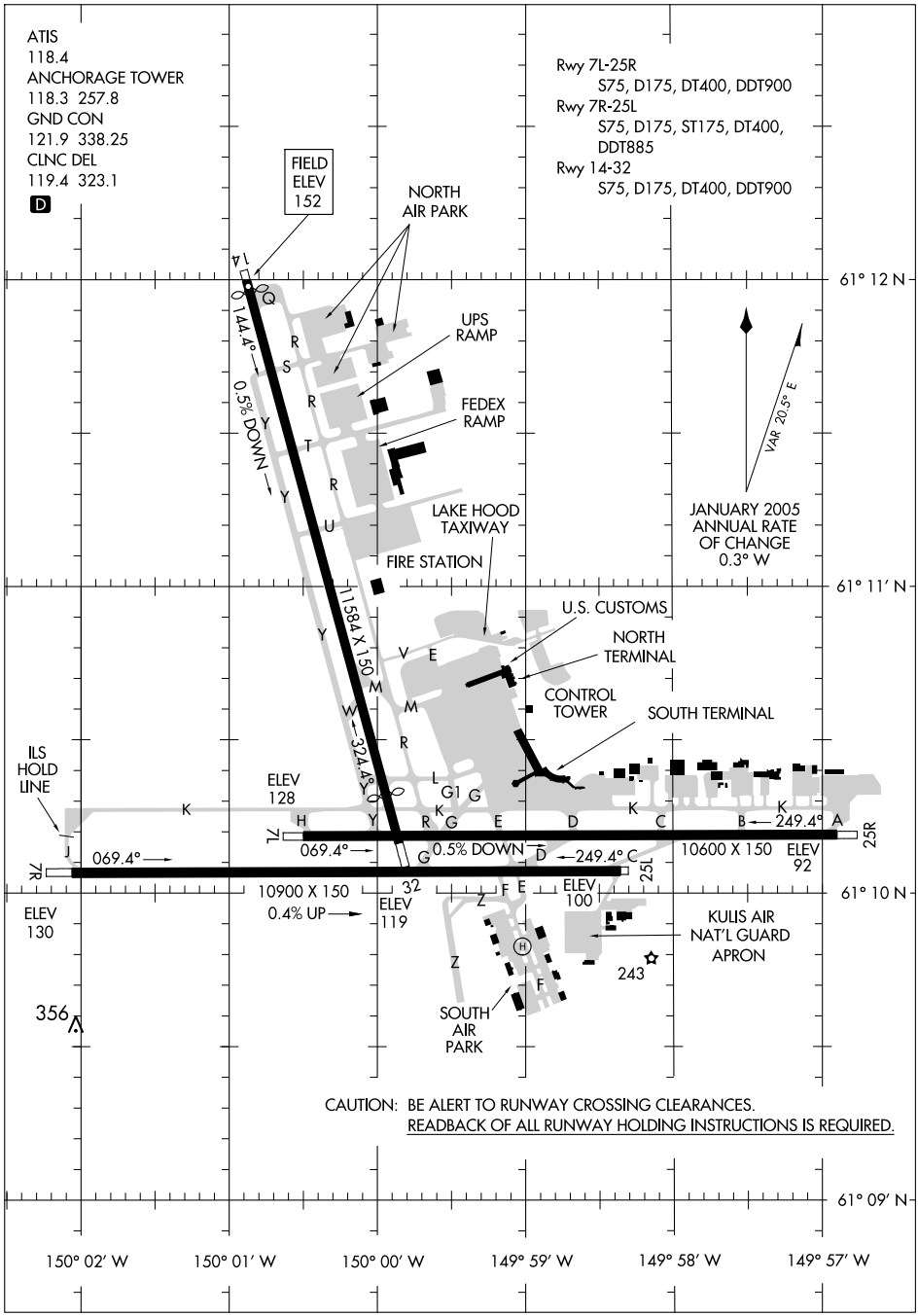
MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

AK, 17 DEC 2009 to 11 FEB 2010

08325

AIRPORT DIAGRAM

ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)
AL-1500 (FAA)
ANCHORAGE, ALASKA



AK, 17 DEC 2009 to 11 FEB 2010

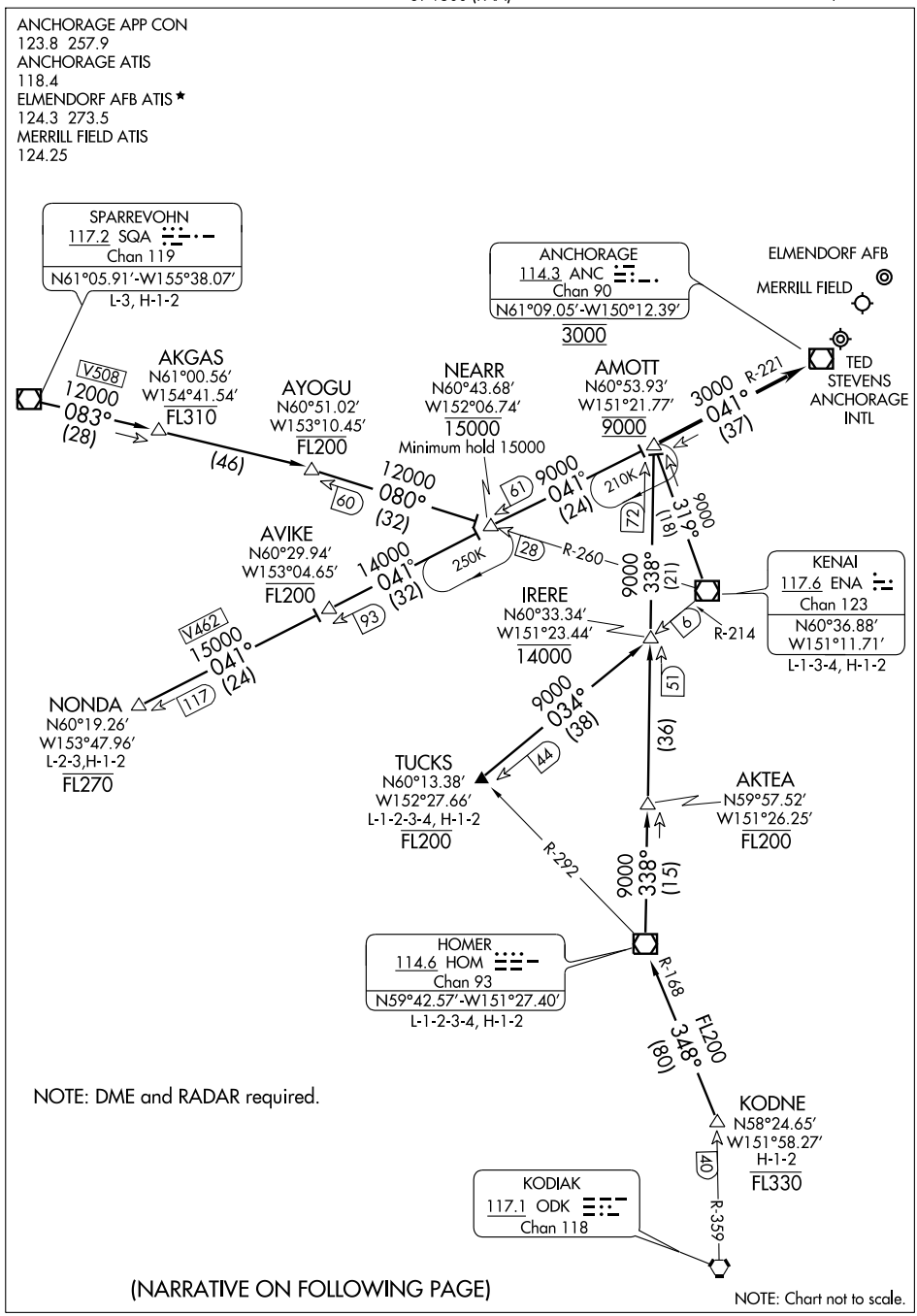
(AMOTT.AMOTT6) 09127

AMOTT SIX ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

ANCHORAGE APP CON
123.8 257.9
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25



AMOTT SIX ARRIVAL

ARRIVAL DESCRIPTION

HOMER TRANSITION (HOM.AMOTT6): From over HOM VOR/DME via HOM R-338 to AMOTT INT. Thence....

KENAI TRANSITION (ENA.AMOTT6): From over ENA VOR/DME via ENA R-319 to AMOTT INT. Thence....

KODNE TRANSITION (KODNE.AMOTT6): From over KODNE INT via HOM R-168 to HOM VOR/DME, then via HOM R-338 to AMOTT INT. Thence....

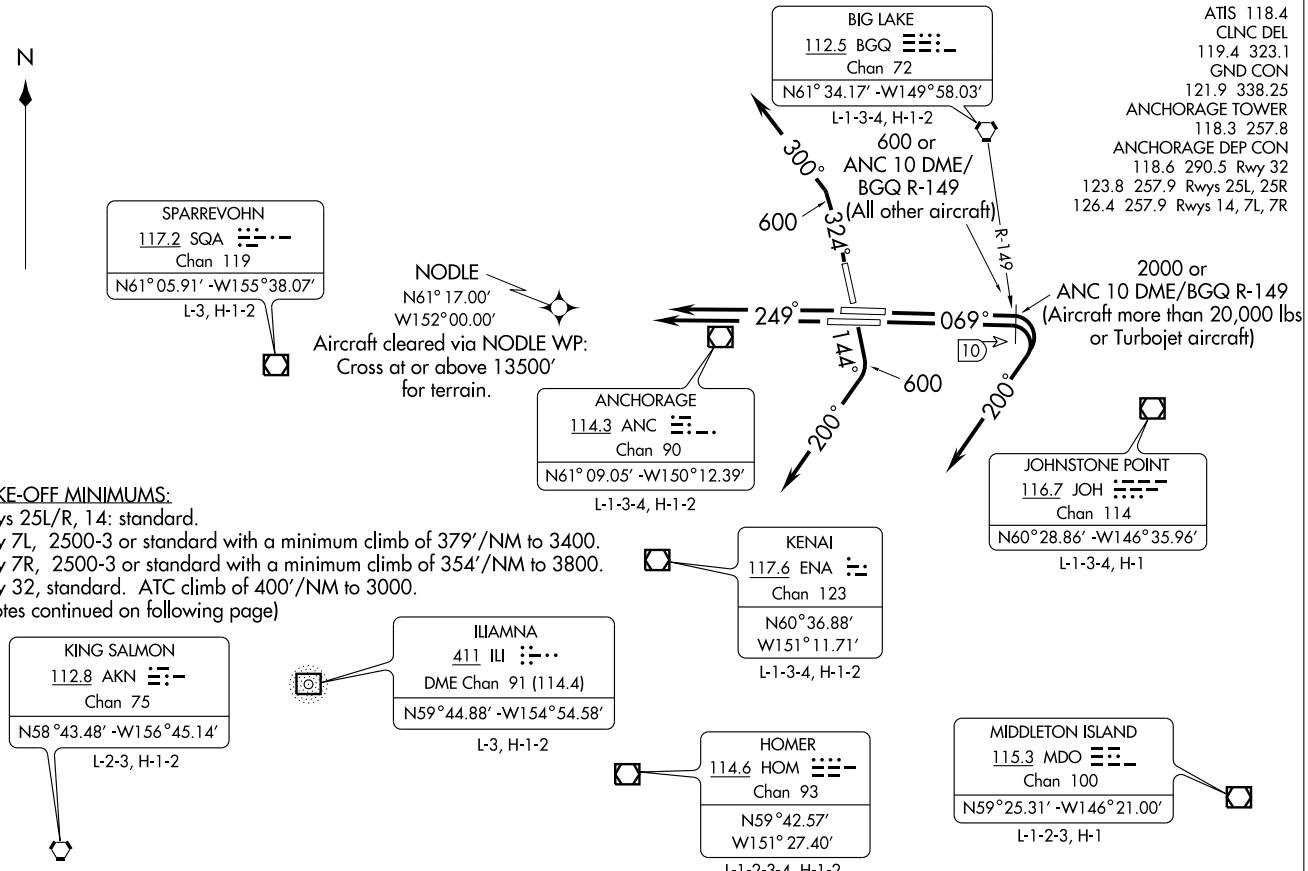
NONDA TRANSITION (NONDA.AMOTT6): From over NONDA INT via ANC R-221 to AMOTT INT. Thence....

SPARREVOHN TRANSITION (SQA.AMOTT6): From over SQA VOR/DME via SQA R-083 and ENA R-260 to AYOGU INT, then via ENA R-260 to NEARR INT, then via ANC R-221 to AMOTT INT. Thence....

TUCKS TRANSITION (TUCKS.AMOTT6): From over TUCKS INT via ENA R-214 and HOM R-338 to AMOTT INT. Thence....

....From over AMOTT INT via ANC R-221 to ANC VOR/DME (MEA 3000). Expect radar vectors to final approach course after passing AMOTT INT.

AK, 17 DEC 2009 to 11 FEB 2010


N
BIG LAKE
112.5 BGQ
Chan 72
N61° 34.17′ -W149° 58.03′
L-1-3-4, H-1-2
ATIS 118.4
CLNC DEL
119.4 323.1
GND CON
121.9 338.25
ANCHORAGE TOWER
118.3 257.8
ANCHORAGE DEP CON
118.6 290.5 Rwy 32
123.8 257.9 Rwys 25L, 25R
126.4 257.9 Rwys 14, 7L, 7R
300°
600
324°
600 or
ANC 10 DME/
BGQ R-149
(All other aircraft)
R-149
SPARREVOHN
117.2 SQA
Chan 119
N61° 05.91′ -W155° 38.07′
L-3, H-1-2
NODLE
N61° 17.00′
W152° 00.00′
Aircraft cleared via NODLE WP:
Cross at or above 13500′
for terrain.
249°
069°
10
144°
600
200°
200°
2000 or
ANC 10 DME/BGQ R-149
(Aircraft more than 20,000 lbs
or Turbojet aircraft)
ANCHORAGE
114.3 ANC
Chan 90
N61° 09.05′ -W150° 12.39′
L-1-3-4, H-1-2
JOHNSTONE POINT
116.7 JOH
Chan 114
N60° 28.86′ -W146° 35.96′
L-1-3-4, H-1
TAKE-OFF MINIMUMS:
Rwys 25L/R, 14: standard.
Rwy 7L, 2500-3 or standard with a minimum climb of 379′/NM to 3400.
Rwy 7R, 2500-3 or standard with a minimum climb of 354′/NM to 3800.
Rwy 32, standard. ATC climb of 400′/NM to 3000.
(Notes continued on following page)
KENAI
117.6 ENA
Chan 123
N60° 36.88′
W151° 11.71′
L-1-3-4, H-1-2
KING SALMON
112.8 AKN
Chan 75
N58° 43.48′ -W156° 45.14′
L-2-3, H-1-2
ILIAMNA
411 ILI
DME Chan 91 (114.4)
N59° 44.88′ -W154° 54.58′
L-3, H-1-2
HOMER
114.6 HOM
Chan 93
N59° 42.57′
W151° 27.40′
L-1-2-3-4, H-1-2
MIDDLETON ISLAND
115.3 MDO
Chan 100
N59° 25.31′ -W146° 21.00′
L-1-2-3, H-1
(NARRATIVE ON FOLLOWING PAGE)
NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7L/R: Aircraft more than 20,000 lbs or turbojet aircraft: Climb heading 069°. Upon passing 2000', reaching ANC 10 DME or crossing BGQ R-149, turn right heading 200°. Advise ATC prior to departure if unable to be established on heading 200° by 10 DME east of ANC VOR/DME. All other aircraft: Climb heading 069°. Upon passing 600', reaching ANC 10 DME, or crossing BGQ R-149, climbing right turn heading 200°. Advise ATC prior to departure if unable to be established on heading 200° by 10 DME east of ANC VOR/DME. Thence. . . .

TAKE-OFF RUNWAY 14: Climb heading 144° to 600', then climbing right turn heading 200°. Thence. . . .

TAKE-OFF RUNWAYS 25L/R: Climb heading 249°. Thence. . . .

TAKE-OFF RUNWAY 32: Climb heading 324° to 600', then climbing left turn heading 300°. Thence. . . .

. . . . Expect Radar Vectors to assigned route or depicted fix. Maintain FL200 or assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

NOTE: Rwy 7L: Multiple trees beginning 948' from departure end of runway, 421' left of centerline, up to 64' AGL/140' MSL. Light pole 1,407' from departure end of runway, 608' left of centerline, 59' AGL/138' MSL.

NOTE: Rwy 7R: Terrain 2' from departure end of runway, 459' right of centerline, 105' MSL. Tree 1,043' from departure end of runway, 605' right of centerline, 50' AGL/149' MSL.

NOTE: Rwy 25L: Tree 1,693' from departure end of runway, 895' left of centerline, 56' AGL/234' MSL. Windsock 1,381' from departure end of runway, 404' left of centerline, 10 AGL/175' MSL.

NOTE: Rwy 14: Antenna on OL tower 2,212' from departure end of runway, 1,070' left of centerline, 103' AGL/225' MSL. Multiple trees beginning 1,749' from departure end of runway, 528' left of centerline, up to 95' AGL/220' MSL. Multiple trees and bushes beginning 1,222' from departure end of runway, 237' right of centerline, up to 75' AGL/191' MSL. Terrain 48' from departure end of runway, 155' right of centerline 125' MSL.

NOTE: Rwy 32: Multiple trees and bushes beginning 390' from departure end of runway, 311' right of centerline, up to 68' AGL/217' MSL.

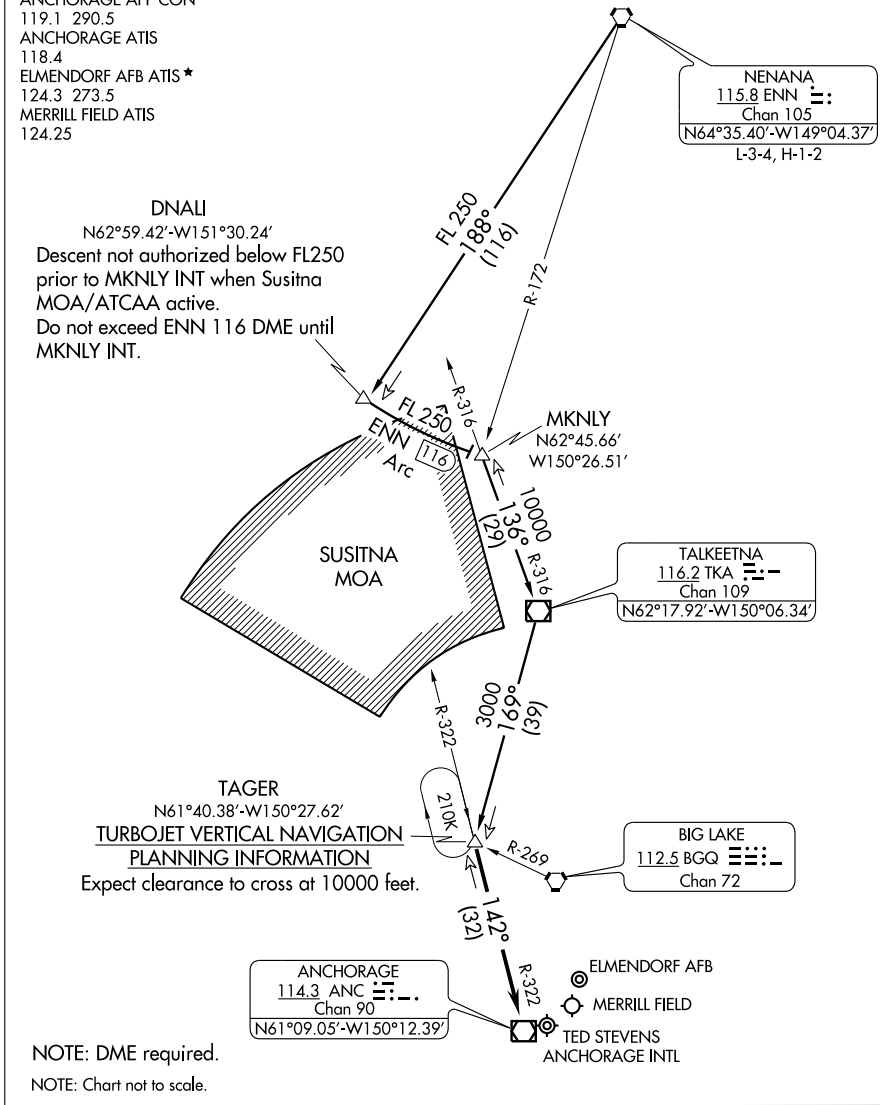
AK, 17 DEC 2009 to 11 FEB 2010

(DNALI.DNALI1) 09127

DENALI ONE ARRIVAL

ST-1500 (FAA)

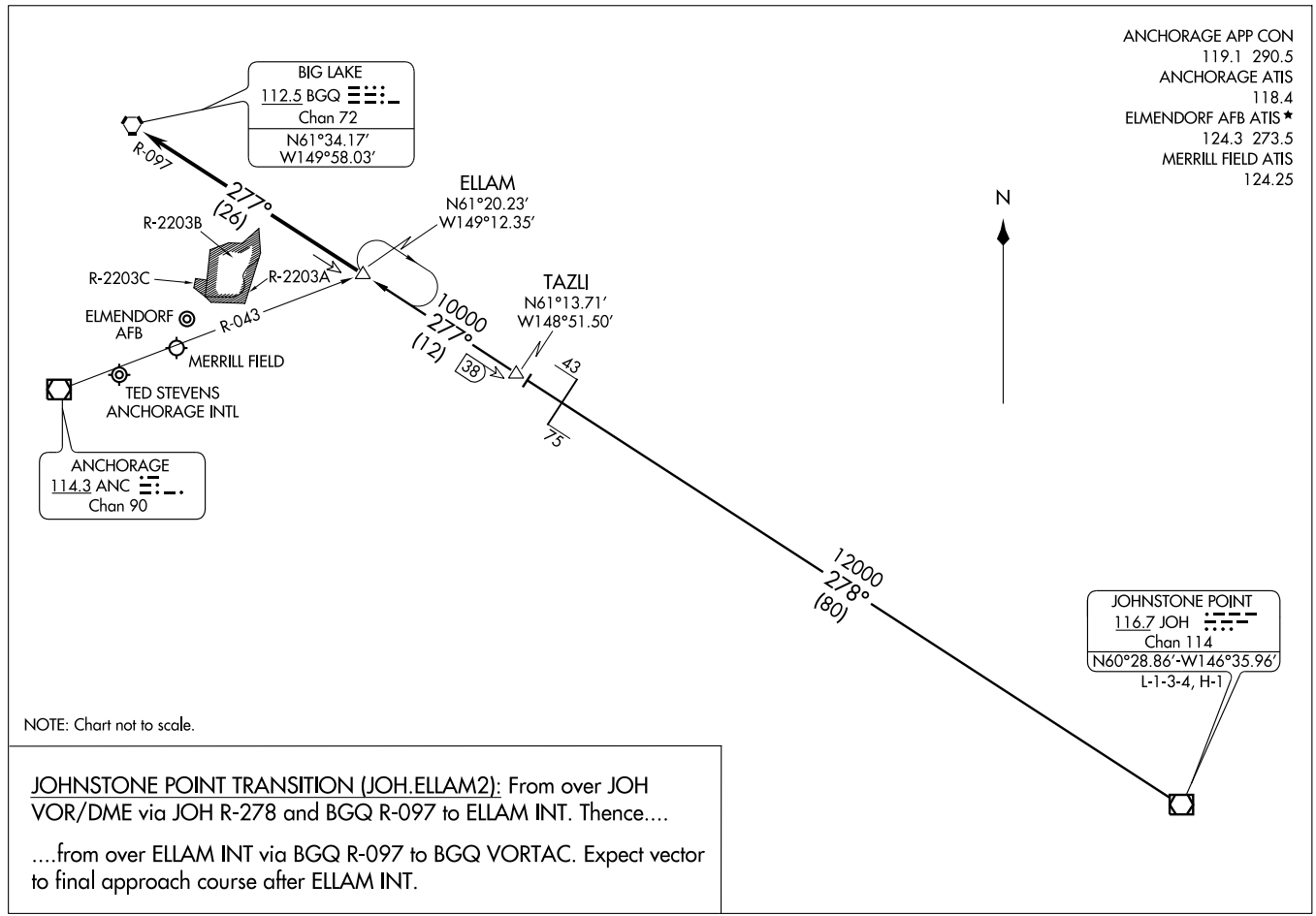
ANCHORAGE, ALASKA



NENANA TRANSITION (ENN.DNALI1): From over the ENN VORTAC via ENN R-188 to DNALI DME Fix and east via ENN 116 DME Arc to MKNLY INT. Then via TKA R-316 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence ....

....From over TAGER INT via ANC R-322 to ANC VOR/DME. Expect vectors to final approach course after TAGER INT.

AK, 17 DEC 2009 to 11 FEB 2010



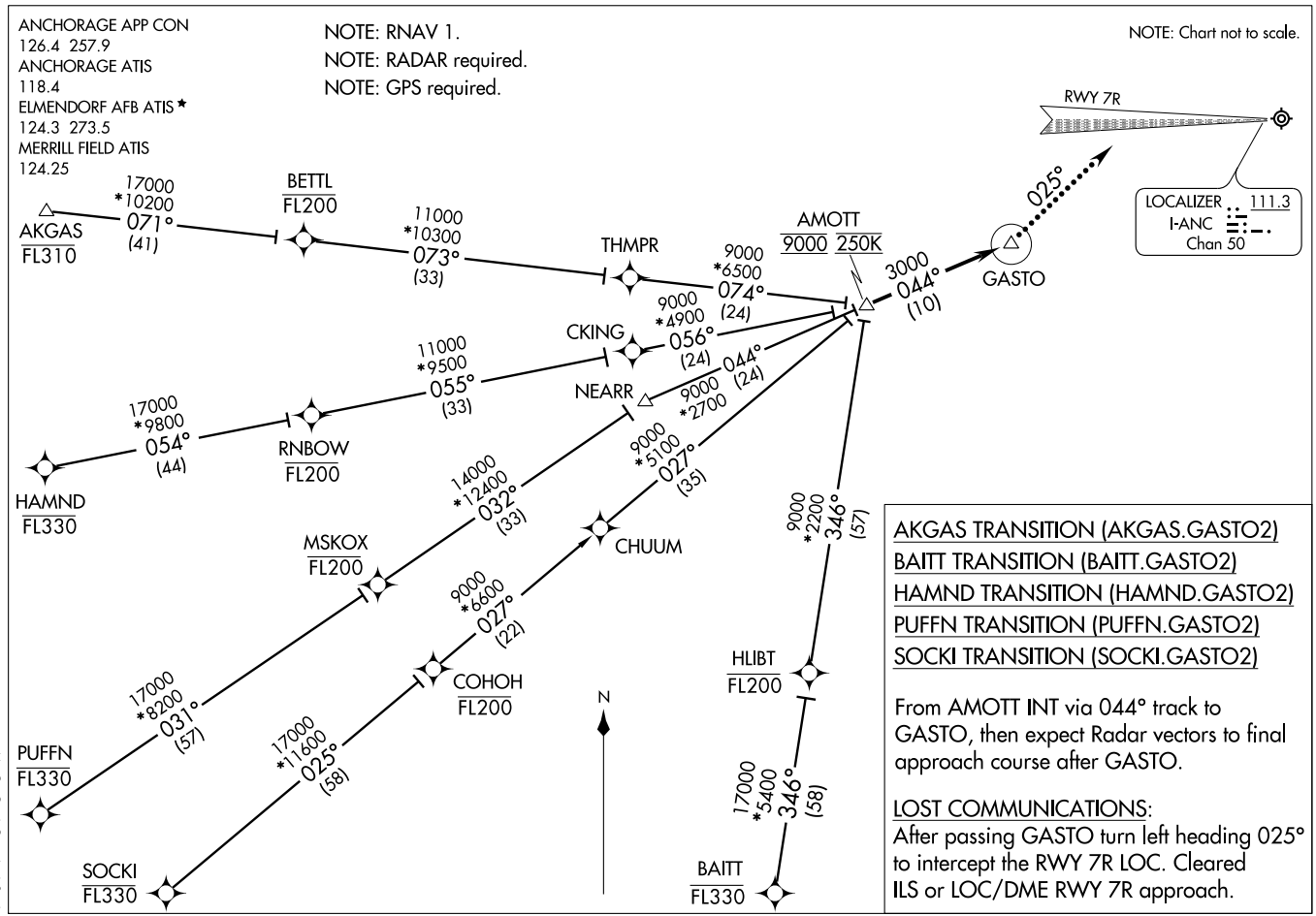
JOHNSTONE POINT TRANSITION (JOH.ELLAM2): From over JOH VOR/DME via JOH R-278 and BGQ R-097 to ELLAM INT. Thence....

....from over ELLAM INT via BGQ R-097 to BGQ VORTAC. Expect vector to final approach course after ELLAM INT.

(ELLAM.ELLAM2) 09127
ELLAM TWO ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA



GASTO TWO ARRIVAL (RNAV) (GASTO.GASTO2) 09127

ST-1500 (FAA)

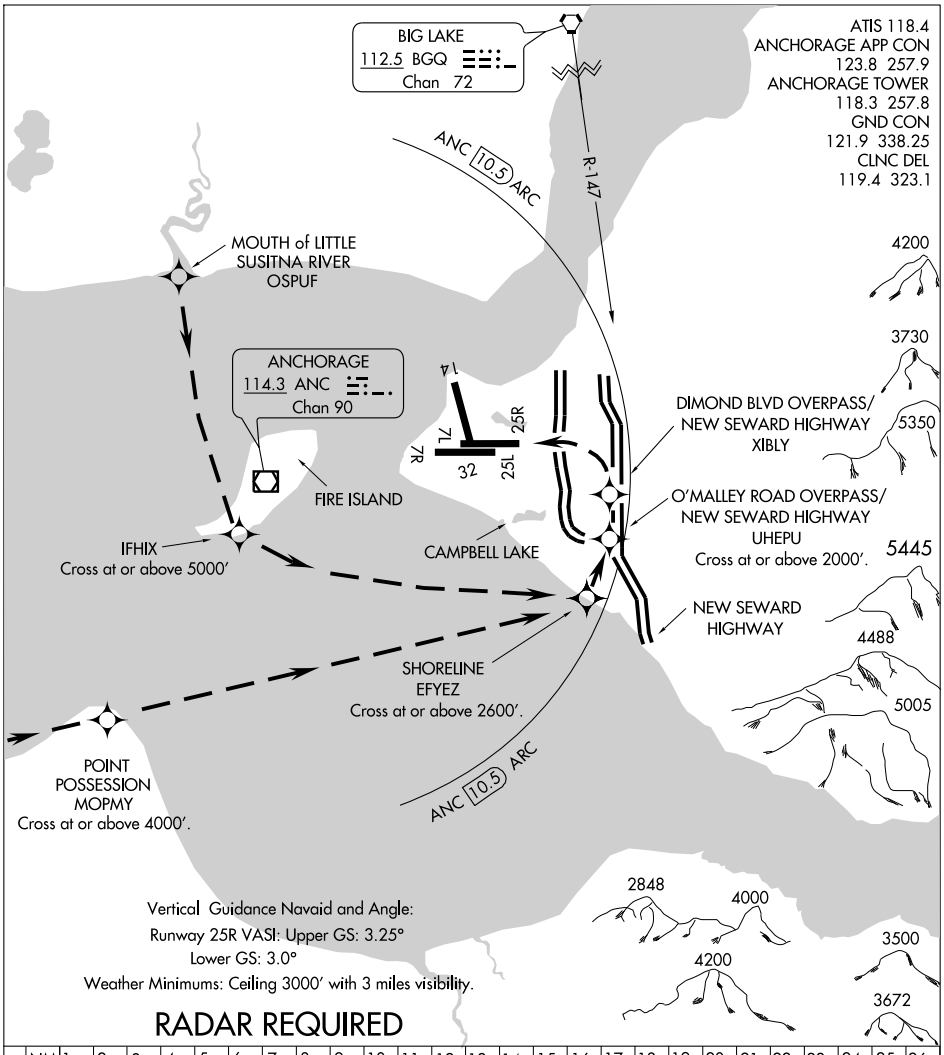
TED STEVENS ANCHORAGE INTL
ANCHORAGE, ALASKA

AK, 17 DEC 2009 to 11 FEB 2010

HIGHWAY VISUAL RWY 25R

AL-1500 (FAA)

ANCHORAGE, ALASKA



Vertical Guidance Navaid and Angle:

Runway 25R VASI: Upper GS: 3.25°

Lower GS: 3.0°

Weather Minimums: Ceiling 3000' with 3 miles visibility.

RADAR REQUIRED

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26

HIGHWAY VISUAL RWY 25R

PROCEDURE NOT AUTHORIZED AT NIGHT

LOC/DME I-TGN	APP CRS	Rwy Idg 10600
109.9	069°	TDZE 128
Chan 36		Apt Elev 152

ILS or LOC/DME RWY 7L

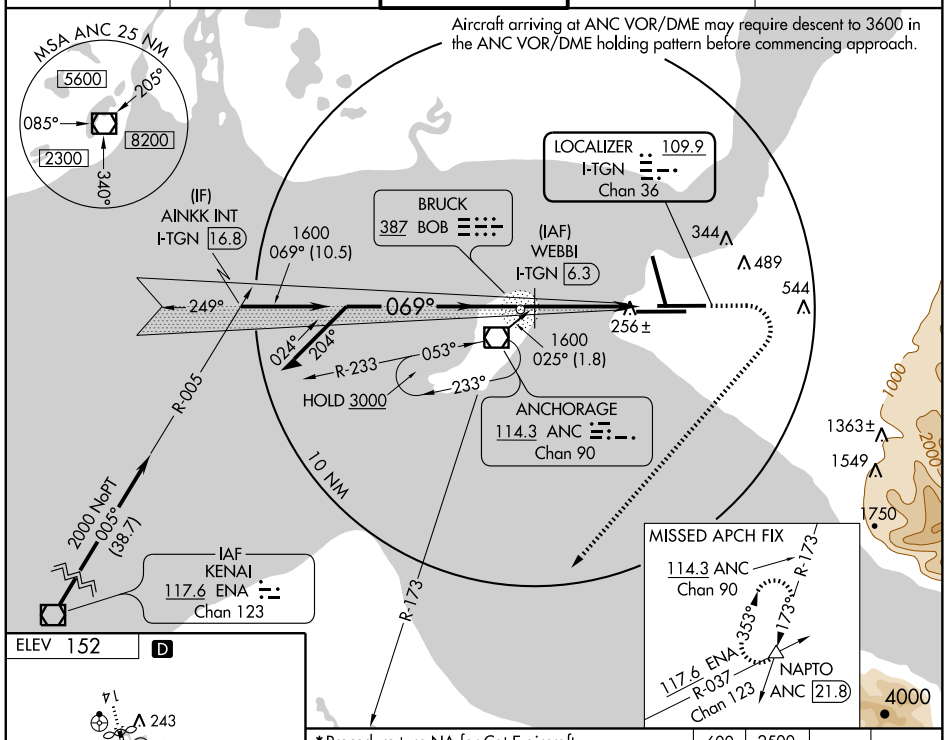
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

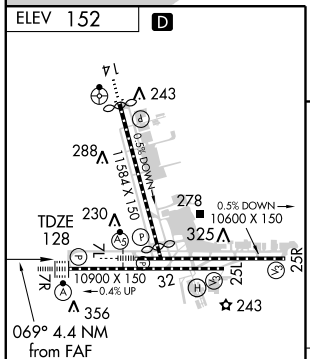
RVR predicated on Rwy 7R midfield transmissometer. For inoperative MALSR, increase S-LOC 7L Cat D visibility to RVR 5000 and Cat E to RVR 6000.

MALSR

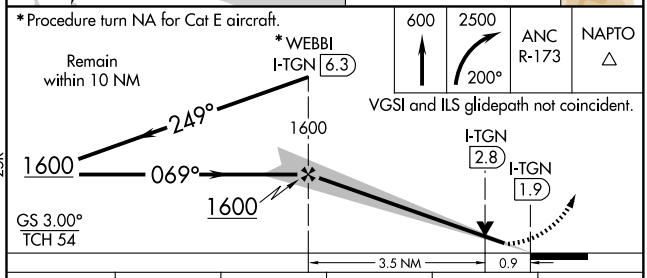
MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ ANC 21.8 DME and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1





REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys



CATEGORY	A	B	C	D	E
S-ILS 7L	328/18 200 (200-½)				328/24 200 (200-½)
S-LOC 7L	460/24 332 (400-½)			460/40 332 (400-¾)	
CIRCLING	740-1 588 (600-1)		740-1½ 588 (600-1½)	800-2 648 (700-2)	920-2¾ 768 (800-2¾)

AK, 17 DEC 2009 to 11 FEB 2010

ILS or LOC/DME RWY 7R

ANCHORAGE/
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

LOC/DME	APP CRS	Rwy 7R ldg	10900	Rwy 7L ldg	10600
I-ANC 111.3 Chan 50	069°	TDZE	130	TDZE	128
		Apt Elev	152	Apt Elev	152

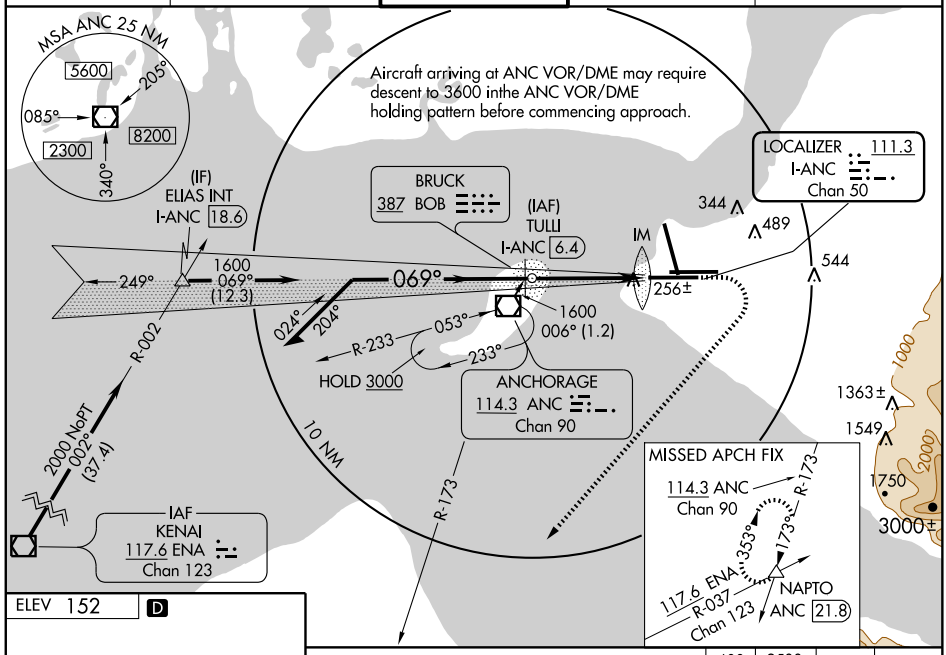
For inoperative ALSF, increase S-ILS 7R Cat E visibility to RVR 4000, and S-LOC 7R Cat E visibility to RVR 6000. Inoperative table does not apply to SIDESTEP 7L Cats A and B. SIDESTEP Rwy 7L RVR minima predicated on Rwy 7R midfield transmissometer.
Rwy 7L threshold 4653' NE of Rwy 7R threshold.

ALSF-2 Rwy 7R (A)

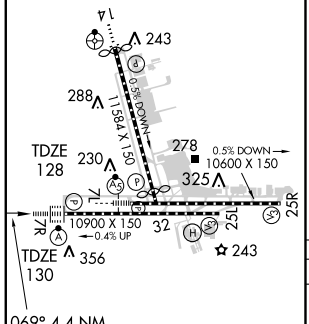
MALSR Rwy 7L (A5)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ ANC 21.8 DME and hold.

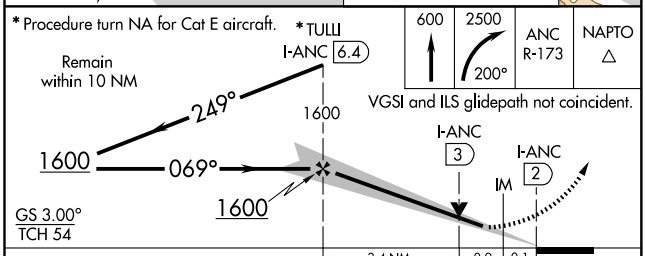
ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1



ELEV 152 D



REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys



CATEGORY	A	B	C	D	E
S-ILS 7R	330/18 200 (200-½)				330/24 200 (200-½)
S-LOC 7R	500/24 370 (400-½)			500/40 370 (400-¾)	
SIDESTEP RWY 7L	500/50 372 (400-1)			500-1½ 372 (400-1½)	
CIRCLING	740-1 588 (600-1)		740-1½ 588 (600-1½)	800-2 648 (700-2)	920-2¾ 768 (800-2¾)

AK. 17 DEC 2009 to 11 FEB 2010

LOC/DME I-ANC	APP CRS	Rwy Idg	10900
111.3	069°	TDZE	130
Chan 50		Apt Elev	152

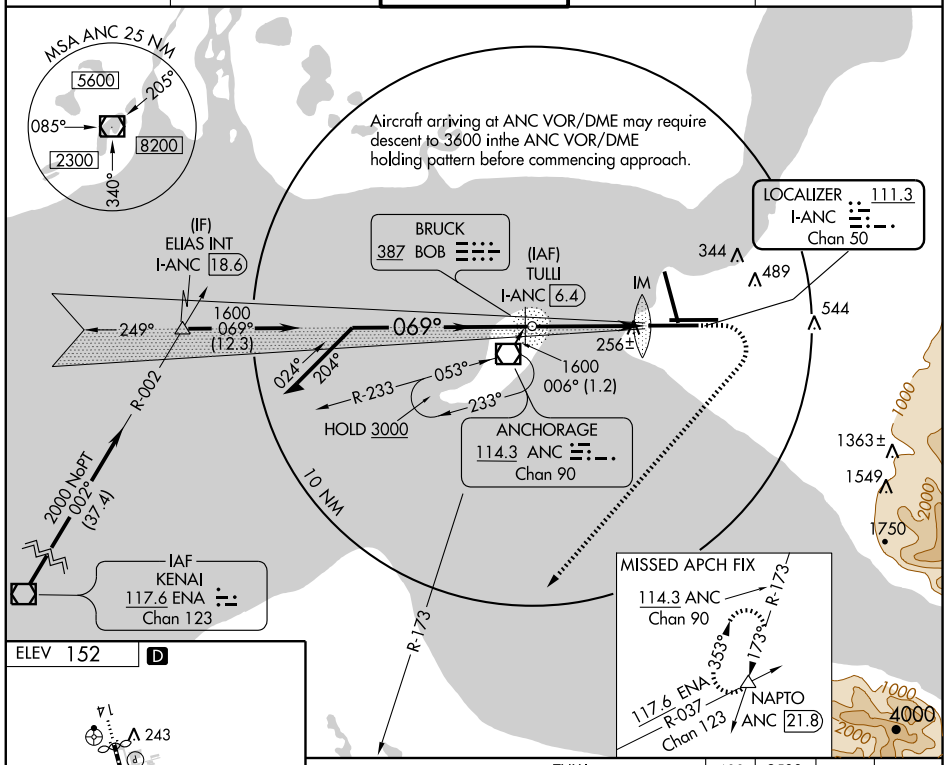
ILS RWY 7R (CAT II)

ANCHORAGE/
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

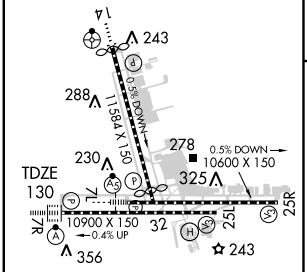
ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ ANC 21.8 DME and hold.

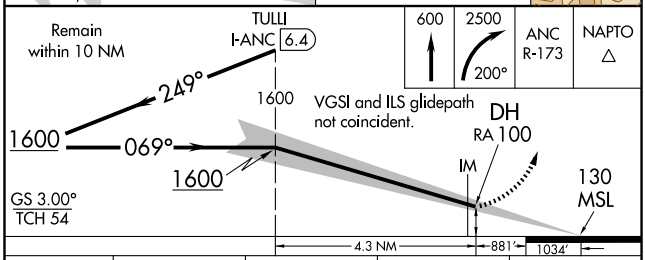
ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1



ELEV 152 D



REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 7R	RA 100/12 100 DA 230			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

AK. 17 DEC 2009 to 11 FEB 2010

LOC/DME I-ANC	APP CRS	Rwy Idg	10900
111.3	069°	TDZE	130
Chan 50		Apt Elev	152

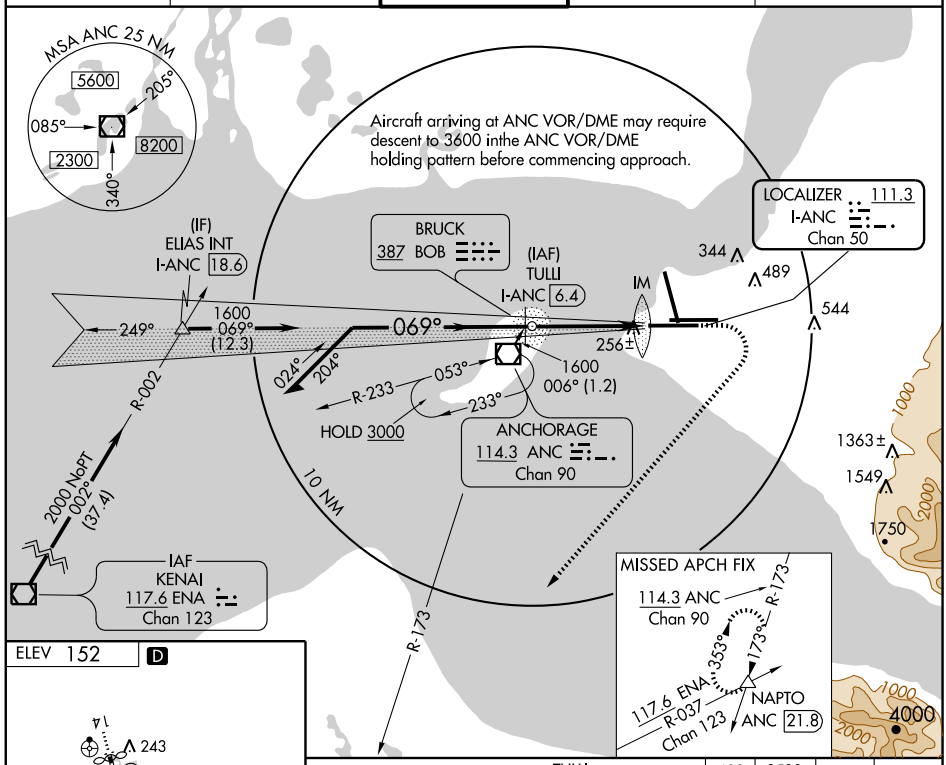
ANCHORAGE/
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

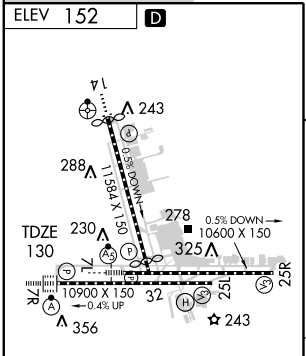
ILS RWY 7R (CAT III)

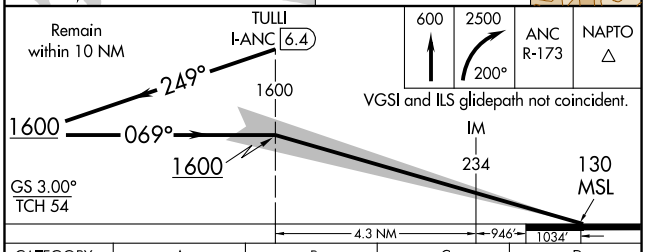
ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ ANC 21.8 DME and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1







CATEGORY	A	B	C	D
S-ILS 7R	CAT IIIa RVR 07			
S-ILS 7R	CAT IIIb RVR 06			
S-ILS 7R	CAT IIIc NA			

REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

AK. 17 DEC 2009 to 11 FEB 2010

LOC/DME I-BSC	APP CRS	Rwy Idg 10492
111.75	144°	TDZE 151
Chan 54 (Y)		Apt Elev 152

ILS RWY 14

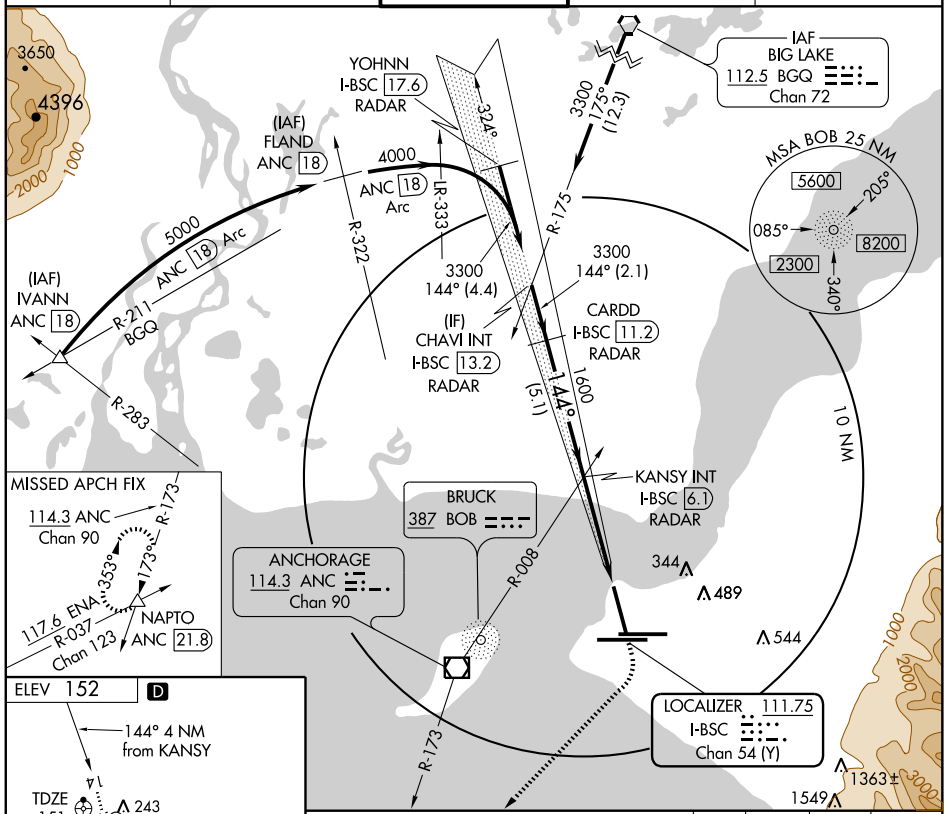
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

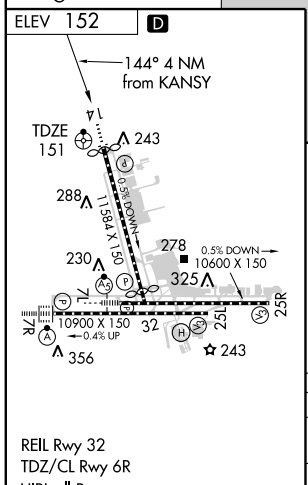
DME or RADAR required.

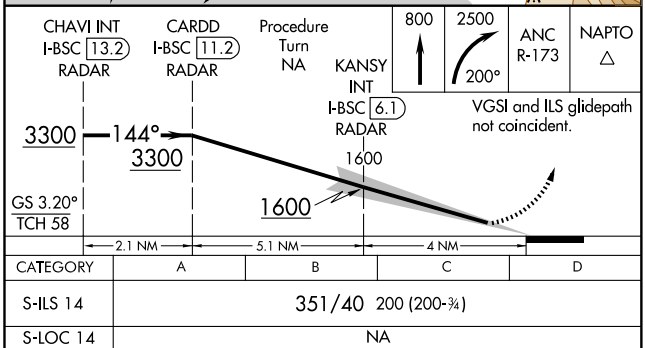
ODALS

MISSED APPROACH: Climb to 800 then climbing right turn to 2500 via heading 200° and ANC VOR/DME R-173 to NAPTO INT/ANC 21.8 DME and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1



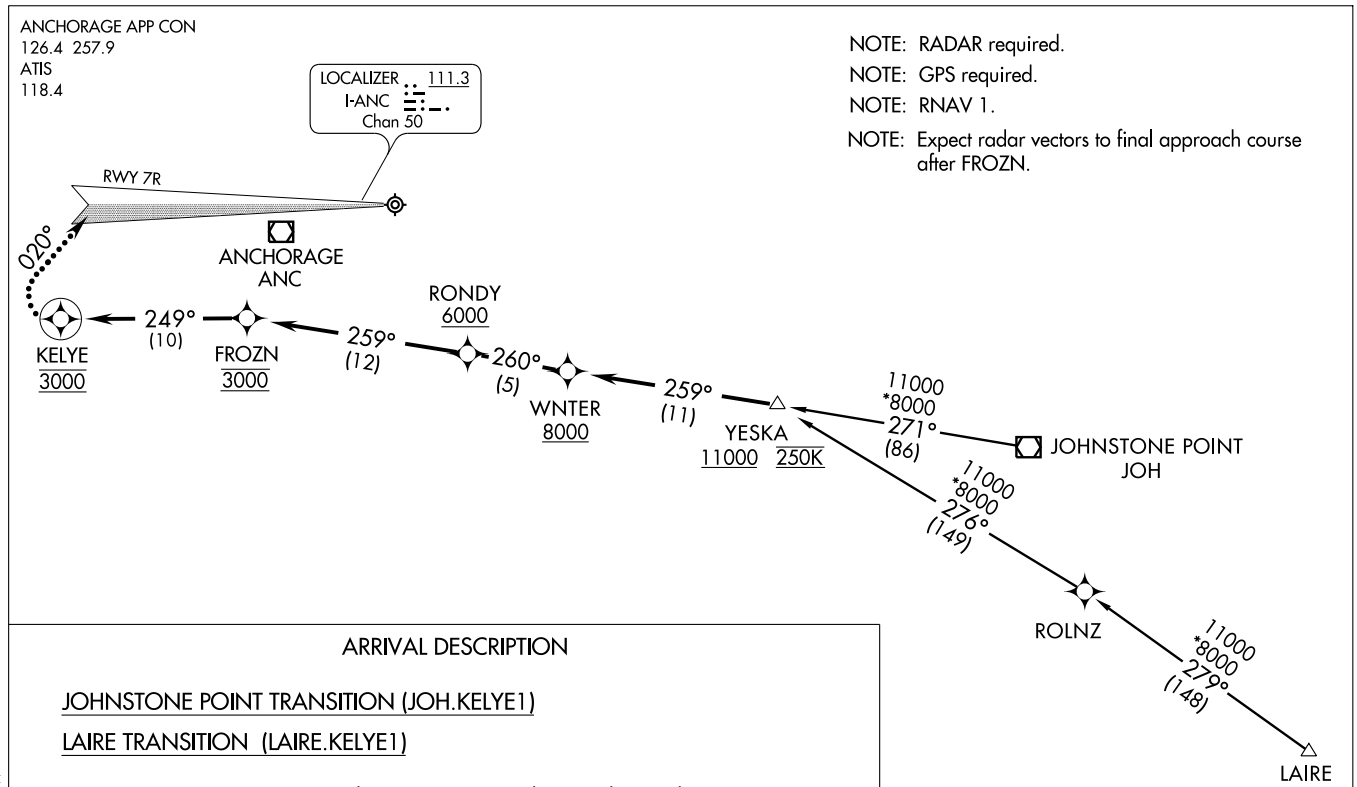




CATEGORY	A	B	C	D
S-ILS 14	351/40 200 (200-¾)			
S-LOC 14	NA			
CIRCLING	NA			

AK. 17 DEC 2009 to 11 FEB 2010

KELYE ONE ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

JOHNSTONE POINT TRANSITION (JOH.KELYE1)

LAIRE TRANSITION (LAIRE.KELYE1)

From YESKA INT via 259° track to WNTER WP, then as depicted to KELYE WP.

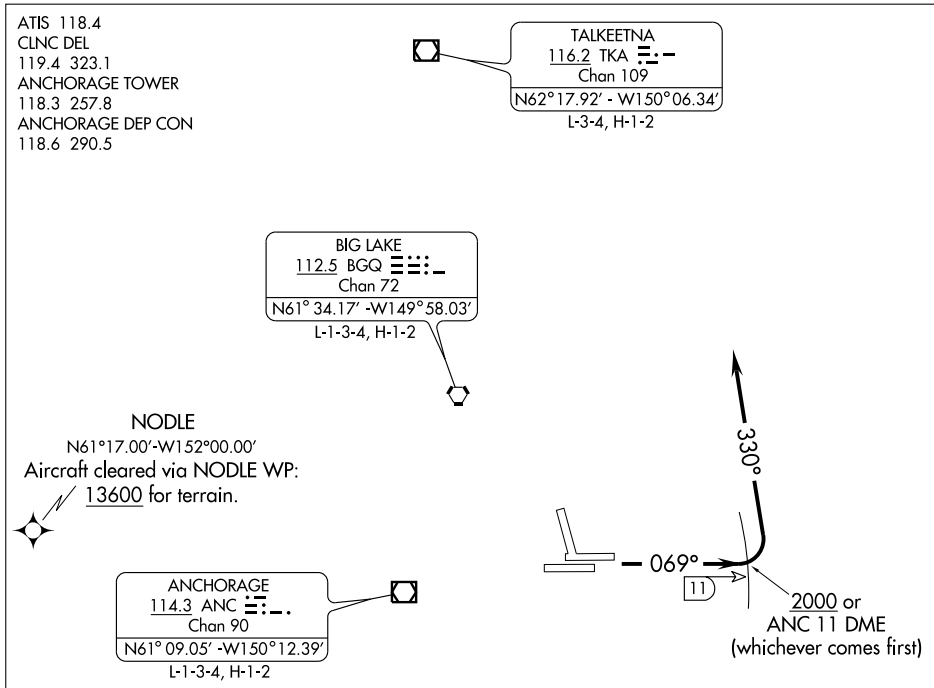
LOST COMMUNICATIONS:
After KELYE WP turn right heading 020° to intercept ILS or LOC/DME RWY 7R localizer. Cleared ILS or LOC/DME RWY 7R Approach.

NOTE: Chart not to scale.

KNIK SEVEN DEPARTURE

ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)
SL-1500 (FAA)
ANCHORAGE, ALASKA

ATIS 118.4
CLNC DEL
119.4 323.1
ANCHORAGE TOWER
118.3 257.8
ANCHORAGE DEP CON
118.6 290.5



TAKE-OFF MINIMUMS

Rwys 14, 25L/R, 32, NA: ATC.

Rwy 7L: 3300-1 or standard with minimum climb of 320' per NM to 3400'.
Minimum ATC climb of 560' per NM to 2000'.

Rwy 7R: 2800-1 or standard with minimum climb of 290' per NM to 2900'.
Minimum ATC climb of 460' per NM to 2000'.

TAKE-OFF OBSTACLE NOTES

Rwy 7L: Multiple trees and light poles beginning 948' from DER, 421' left of centerline, up to 172' AGL/272' MSL.

Rwy 7R: Ground 2' from DER, 459' right of centerline, 105' MSL.
Trees 1043' from DER, 605' right of centerline, up to 50' AGL/149' MSL.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7L/R: Climb heading 069° to 2000' or ANC 11 DME, whichever comes first, then climbing left turn heading 330° for vectors to assigned route or fix. Maintain FL200 or assigned altitude, expect filed altitude ten (10) minutes after departure.

All aircraft, climb as rapidly as practical through 3000', if unable to reach 2000' by ANC 11 DME advise ATC prior to departure.

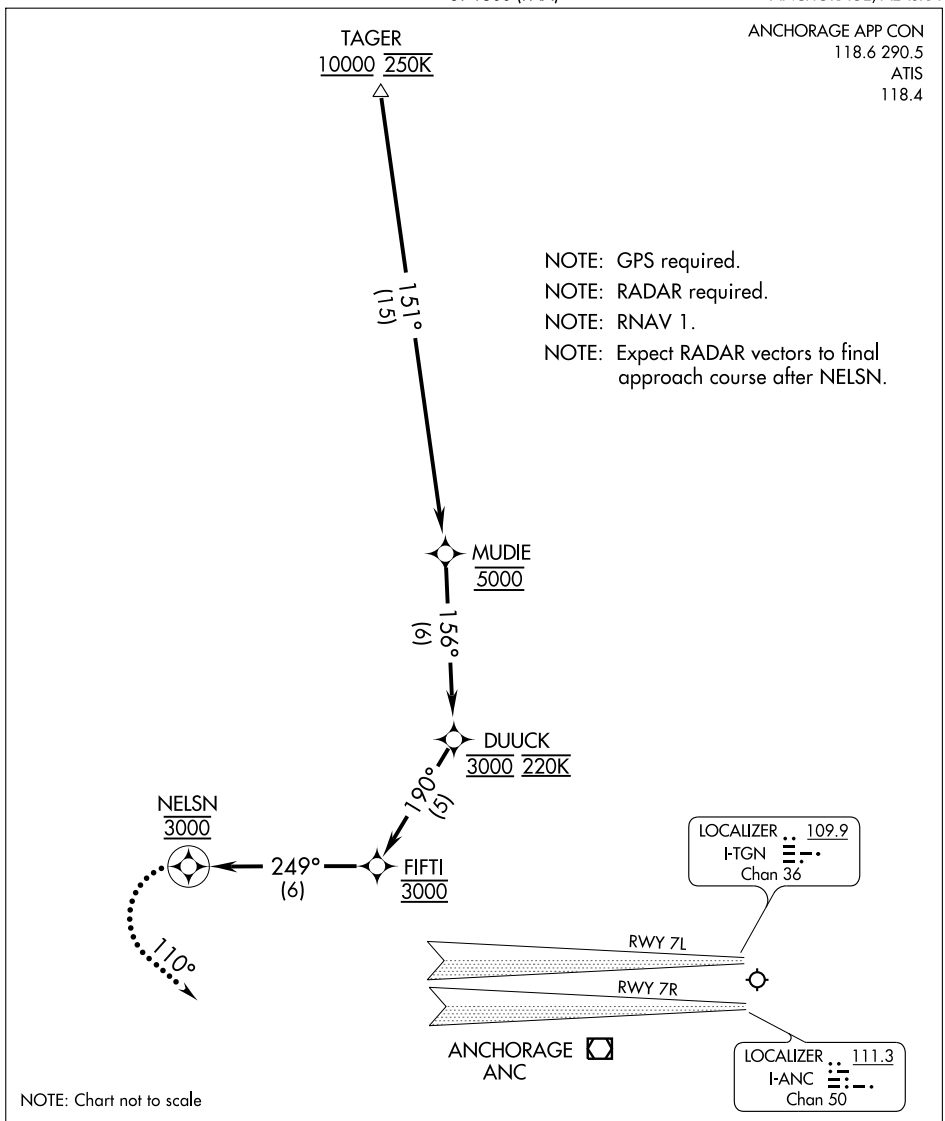
AK, 17 DEC 2009 to 11 FEB 2010

(TAGER.MUDIE1) 09127

MUDIE ONE ARRIVAL (RNAV)

ST-1500 (FAA)

TED STEVENS ANCHORAGE INTL
ANCHORAGE, ALASKA



ARRIVAL DESCRIPTION

From TAGER INT via 151° track to MUDIE, then via 156° track to DUUCK, then via 190° track to FIFTI, then via 249° track to NELSN, expect radar vector to ILS or LOC/DME Rwy 7L/7R final approach course.

LOST COMMUNICATIONS: After NELSN turn left via heading 110° to intercept ILS or LOC/DME Rwy 7R localizer. Cleared ILS or LOC DME Rwy 7R approach.

WAAS CH 86215 W07B	APP CRS 069°	Rwy Idg 10600 TDZE 128 Apt Elev 152

RNAV (GPS) RWY 7L

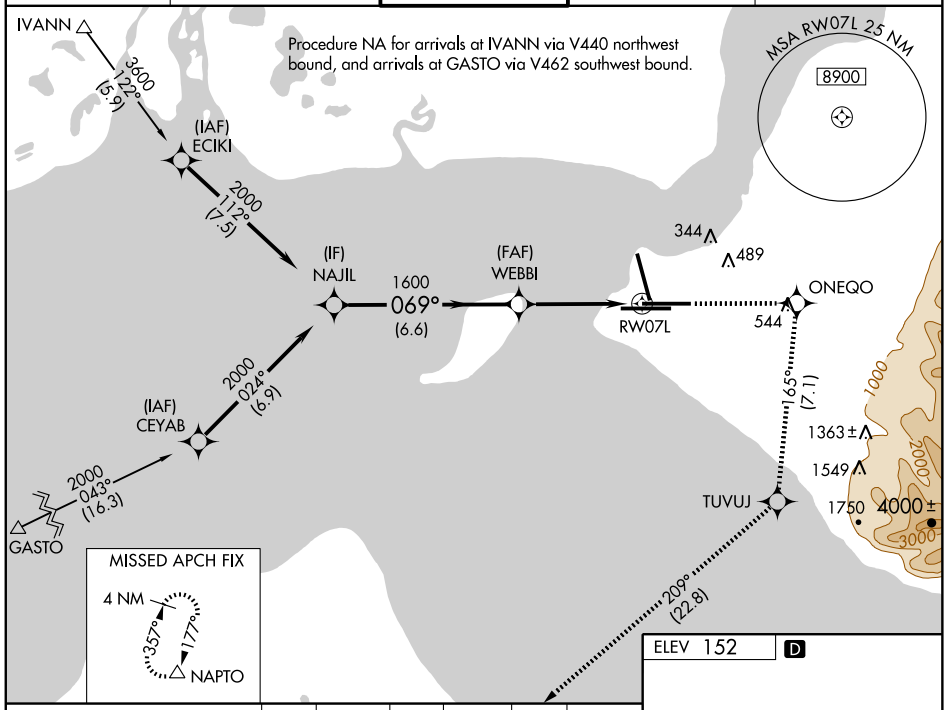
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

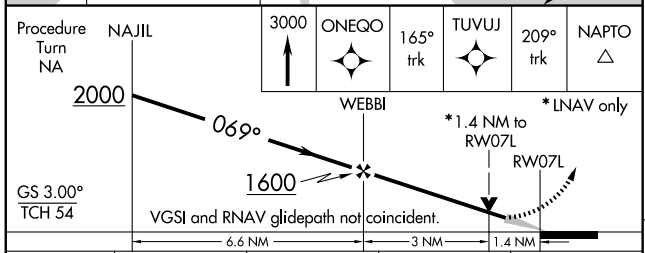
Baro-VNAV NA below -25°C (-13°F). DME/DME RNP- 0.3 NA.
RVR predictated on Rwy 7R midfield transmissometer.
Inoperative table does not apply to LNAV/VNAV.
For inoperative MALSR increase LPV all Cats visibility to RVR 5000.

MALSR

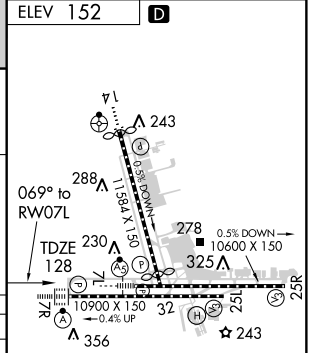
MISSED APPROACH: Climb to 3000 direct ONEQO and via 165° track to TUVUJ, and via 209° track to NAPTO and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1





CATEGORY	A	B	C	D
LPV DA	390/24 262 (300-½)			
LNAV/VNAV DA	740-2¼ 612 (600-2¼)			
LNAV MDA	620/24 492 (500-½)		620/40 492 (500-¾)	620/50 492 (500-1)
CIRCLING	740-2¼ 588 (600-2¼)			800-2¼ 648 (700-2¼)



REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

AK. 17 DEC 2009 to 11 FEB 2010

WAAS CH 81815 W07A	APP CRS 069°	Rwy Idg 10900 TDZE 130 Apt Elev 152

RNAV (GPS) RWY 7R

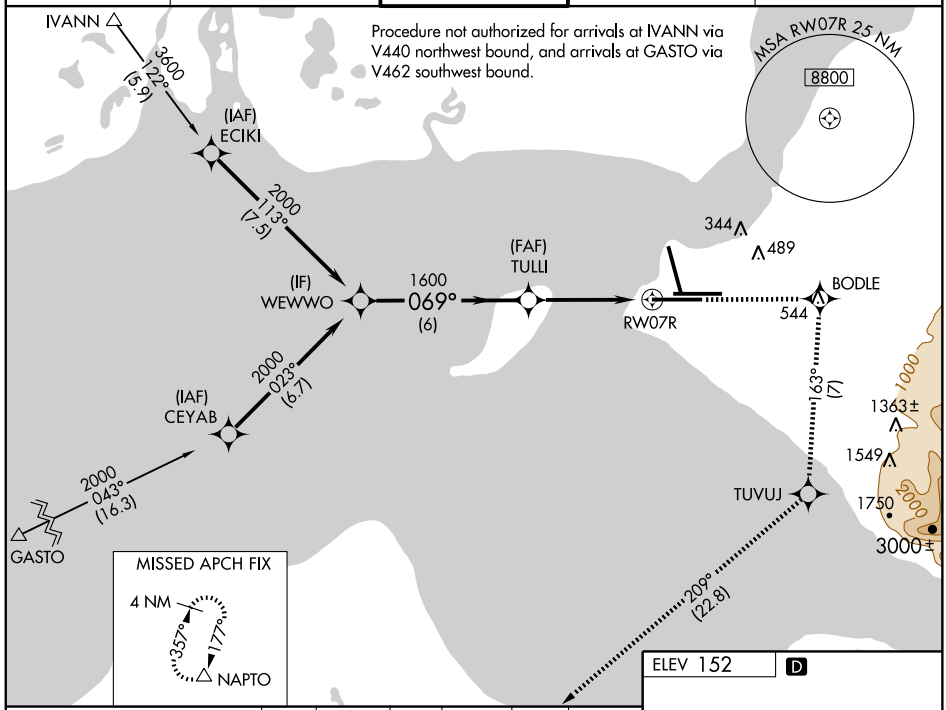
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

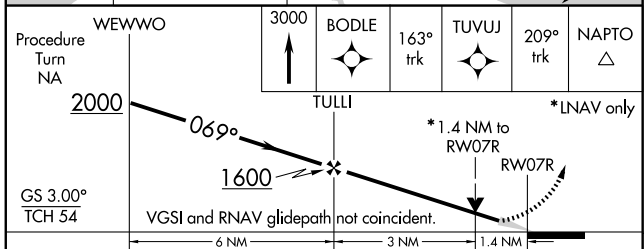
Baro-VNAV NA below -25°C (-13°F).
DME/DME RNP- 0.3 NA.
For inoperative ALSF increase LPV all Cats visibility to RVR 4000.

ALSF-2

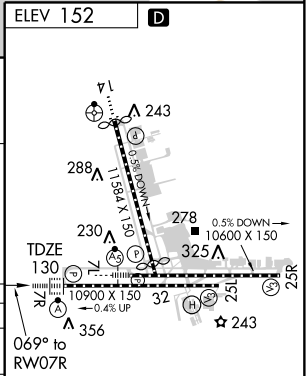
MISSED APPROACH: Climb to 3000 direct BODLE and via 163° track to TUVUJ and via 209° track to NAPTO and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1





CATEGORY	A	B	C	D
LPV DA	380/24	250 (300-½)		
LNAV/VNAV DA	660/60	530 (600-1¼)		
LNAV MDA	640/24	510 (500-½)	640/50	510 (500-1)
CIRCLING	740-1¾	588 (600-1¾)	800-2	648 (700-2)



REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

AK. 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10492
CH 90115	144°	TDZE	151
W14A		Apt Elev	152

RNAV (GPS) RWY 14

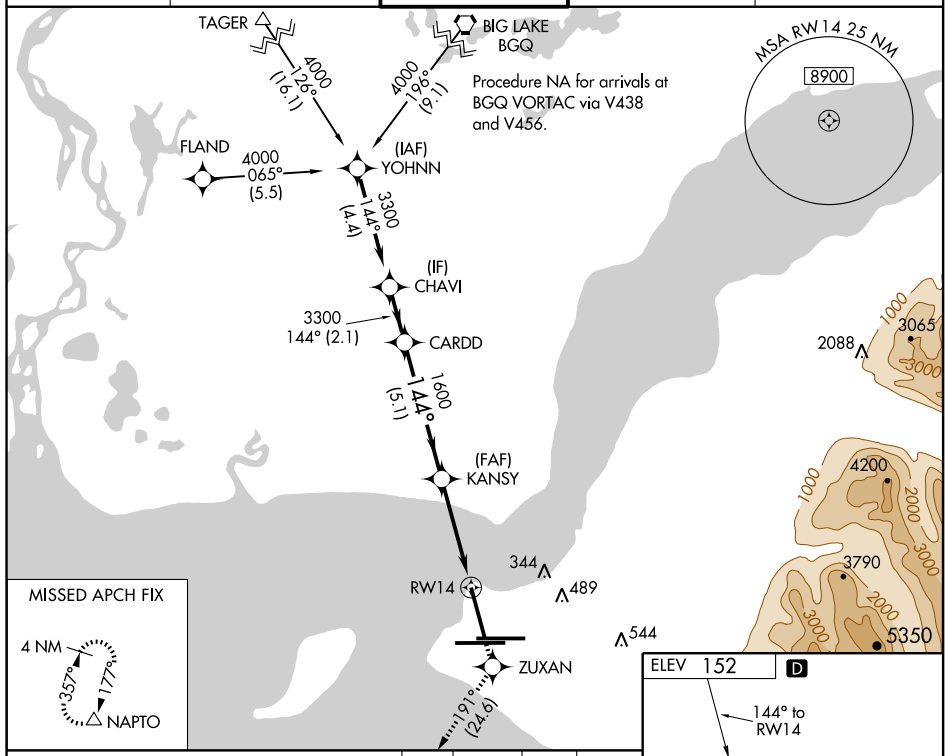
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

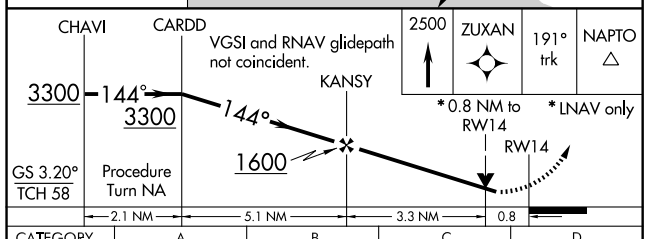
DME/DME RNP- 0.3 NA. Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).

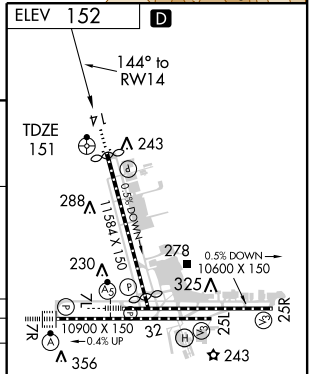
ODALS

MISSED APPROACH: Climb to 2500 direct ZUXAN and via 191° track to NAPTO and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1







CATEGORY	A	B	C	D
LPV DA	410/40 259 (300-¾)		410/50 259 (300-1)	NA
LNAV/VNAV DA	500/50 349 (400-1)			500/60 349 (400-1¼)
LNAV MDA	500/50 349 (400-1)			500/60 349 (400-1¼)
CIRCLING	740-1 588 (600-1)		740-1½ 588 (600-1½)	800-2 648 (700-2)

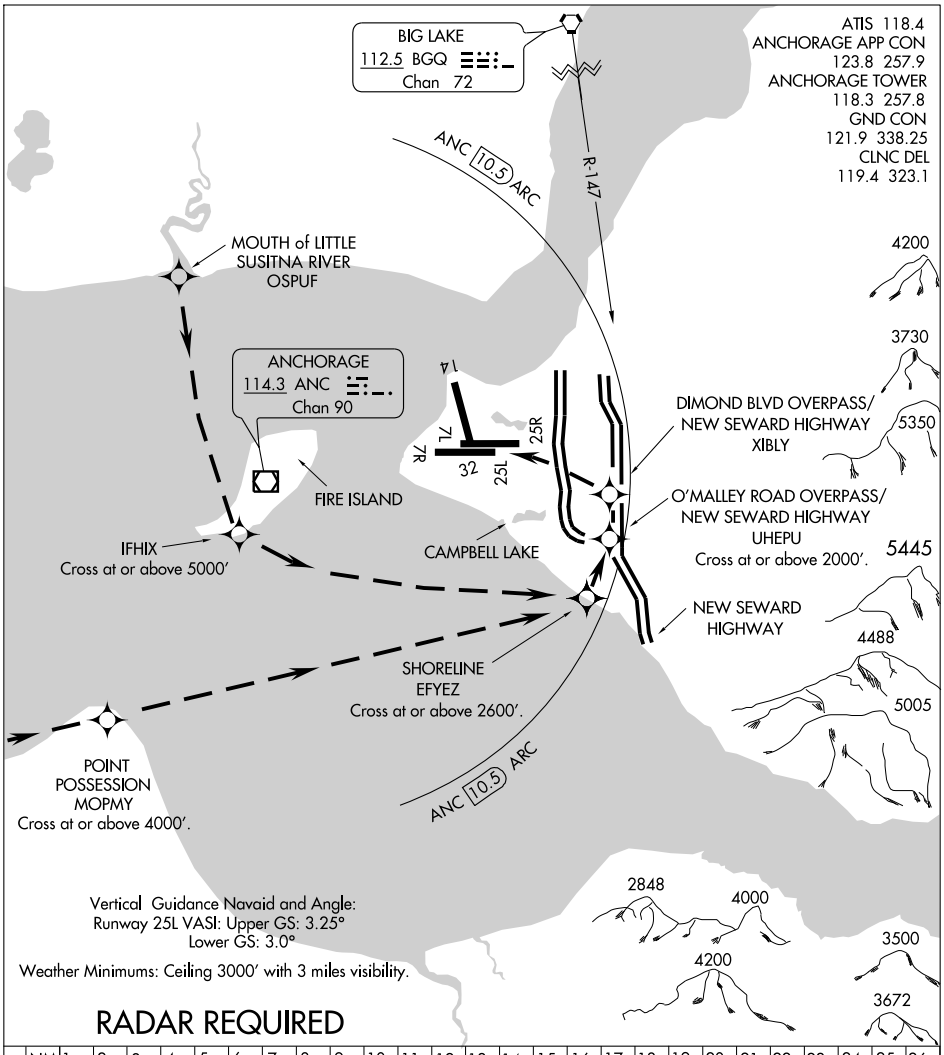
REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

AK. 17 DEC 2009 to 11 FEB 2010

SEWARD VISUAL RWY 25L

AL-1500 (FAA)

ANCHORAGE, ALASKA



Vertical Guidance Navaid and Angle:
Runway 25L VASI: Upper GS: 3.25°
Lower GS: 3.0°

Weather Minimums: Ceiling 3000' with 3 miles visibility.

RADAR REQUIRED

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26

SEWARD VISUAL RWY 25L

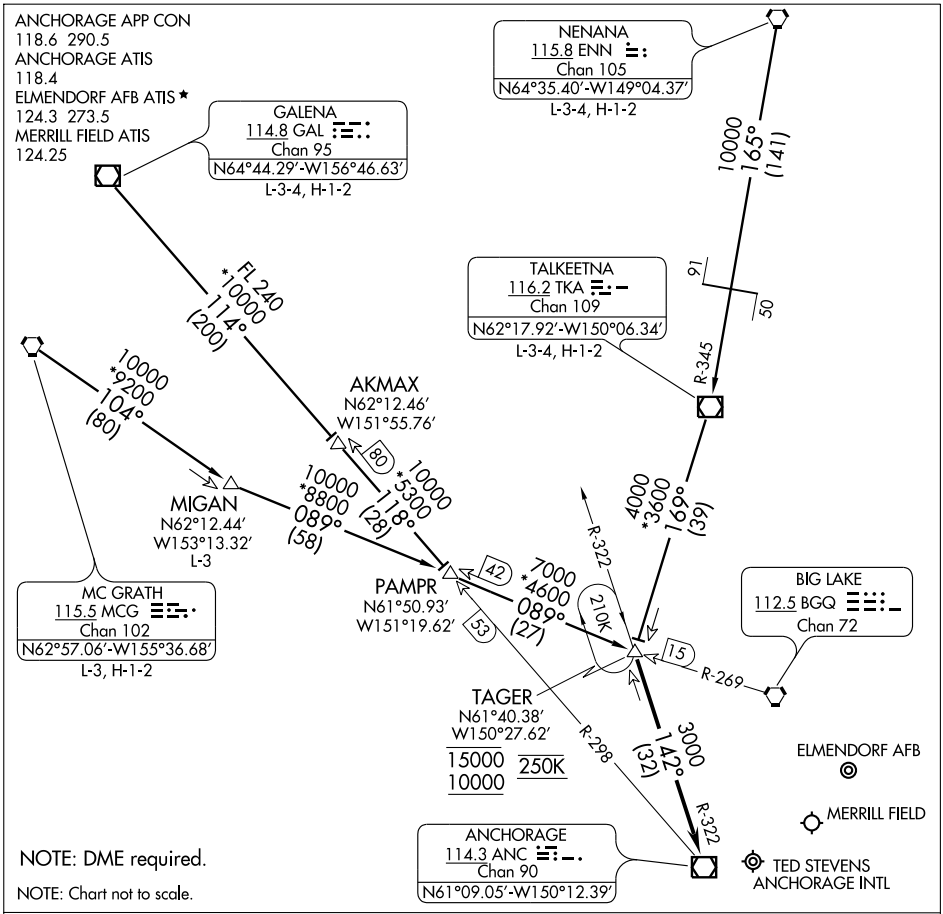
PROCEDURE NOT AUTHORIZED AT NIGHT

(TAGER.TAGER5) 09127

TAGER FIVE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA



GALENA TRANSITION (GAL.TAGER5): From over GAL VORTAC via GAL R-114 and ANC R-298 to AKMAX then via ANC R-298 to PAMPR INT, then via BGQ R-269 to TAGER INT. Thence . . . .

MC GRATH TRANSITION (MCG.TAGER5): From over MCG VORTAC via MCG R-104 and BGQ R-269 to TAGER INT. Thence . . . .

MIGAN TRANSITION (MIGAN.TAGER5): From over MIGAN via BGQ R-269 to TAGER INT. Thence . . . .

NENANA TRANSITION (ENN.TAGER5): From over ENN VORTAC via ENN R-165 and TKA R-345 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence . . . .

TALKEETNA TRANSITION (TKA.TAGER5): From over TKA VOR/DME via TKA R-169 to TAGER INT. Thence . . . .

. . . . From over TAGER INT via ANC R-322 to ANC VOR/DME, maintain ATC assigned altitude. Expect vector to final approach course after TAGER INT.

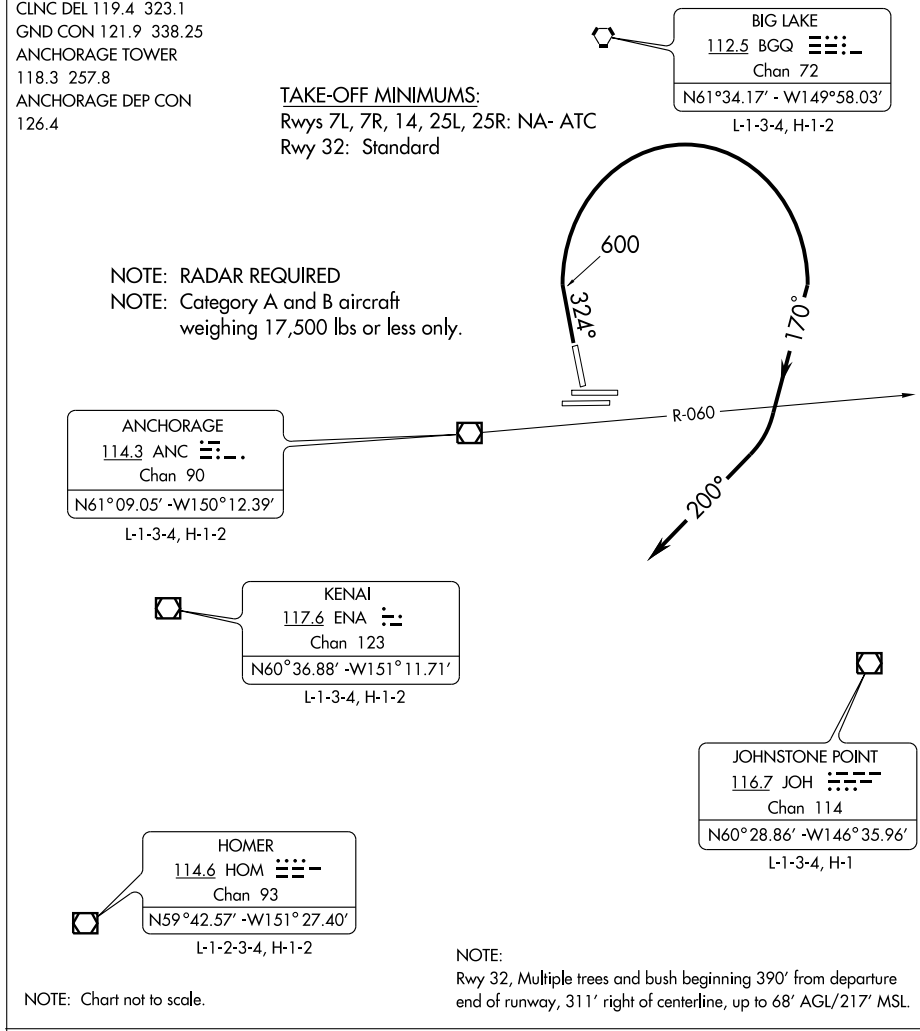
AK, 17 DEC 2009 to 11 FEB 2010

TURNAGAIN THREE DEPARTURE SL-1500 (FAA)

ATIS 118.4
CLNC DEL 119.4 323.1
GND CON 121.9 338.25
ANCHORAGE TOWER
118.3 257.8
ANCHORAGE DEP CON
126.4

TAKE-OFF MINIMUMS:
Rwys 7L, 7R, 14, 25L, 25R: NA- ATC
Rwy 32: Standard

NOTE: RADAR REQUIRED
NOTE: Category A and B aircraft weighing 17,500 lbs or less only.



NOTE: Chart not to scale.

NOTE:
Rwy 32, Multiple trees and bush beginning 390′ from departure end of runway, 311′ right of centerline, up to 68′ AGL/217′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 32: Climb heading 324° to 600′, then climbing right turn to 2000 via heading 170°. After crossing ANC VOR/DME R-060, climb to FL200 or assigned altitude via heading 200°. Expect radar vectors to assigned route. Expect further clearance to filed altitiude within 10 minutes after departure.

AK, 17 DEC 2009 to 11 FEB 2010

ANCHORAGE, ALASKA

AL-1500 (FAA)

VOR/DME ANC	APP CRS	Rwy Idg	10900
114.3	053°	TDZE	130
Chan 90		Apt Elev	152

VOR RWY 7R

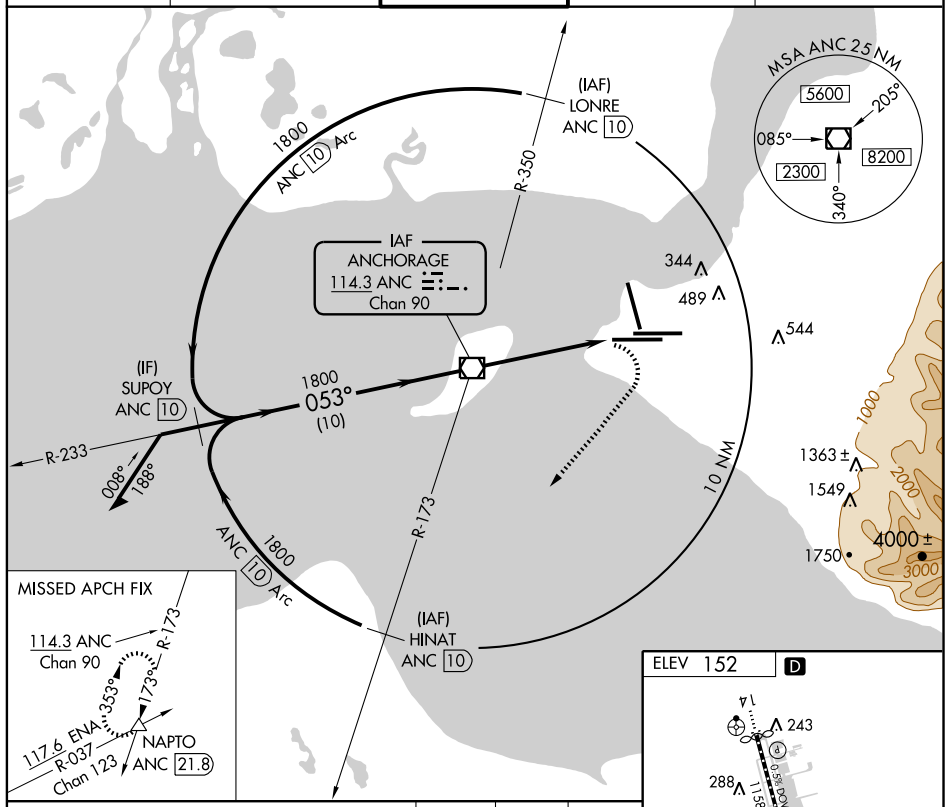
ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

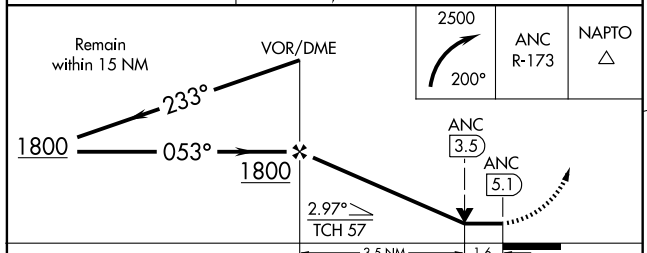
For inoperative ALSF, increase S-7R Cat E visibility to 2.

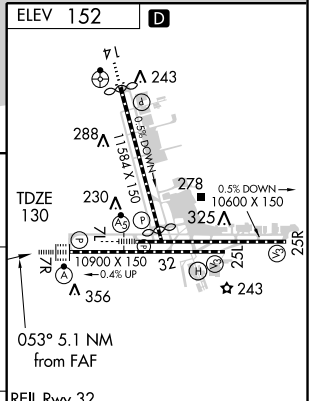
ALSF-2

MISSED APPROACH: Climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ANC 21.8 DME and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1







REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

CATEGORY	A	B	C	D	E
S-7R	700/24	570 (600-½)	700/50 570 (600-1)	700/60 570 (600-1¼)	700-1½ 570 (600-1½)
CIRCLING	740-1	588 (600-1)	740-1½ 588 (600-1½)	800-2 648 (700-2)	920-2¾ 768 (800-2¾)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

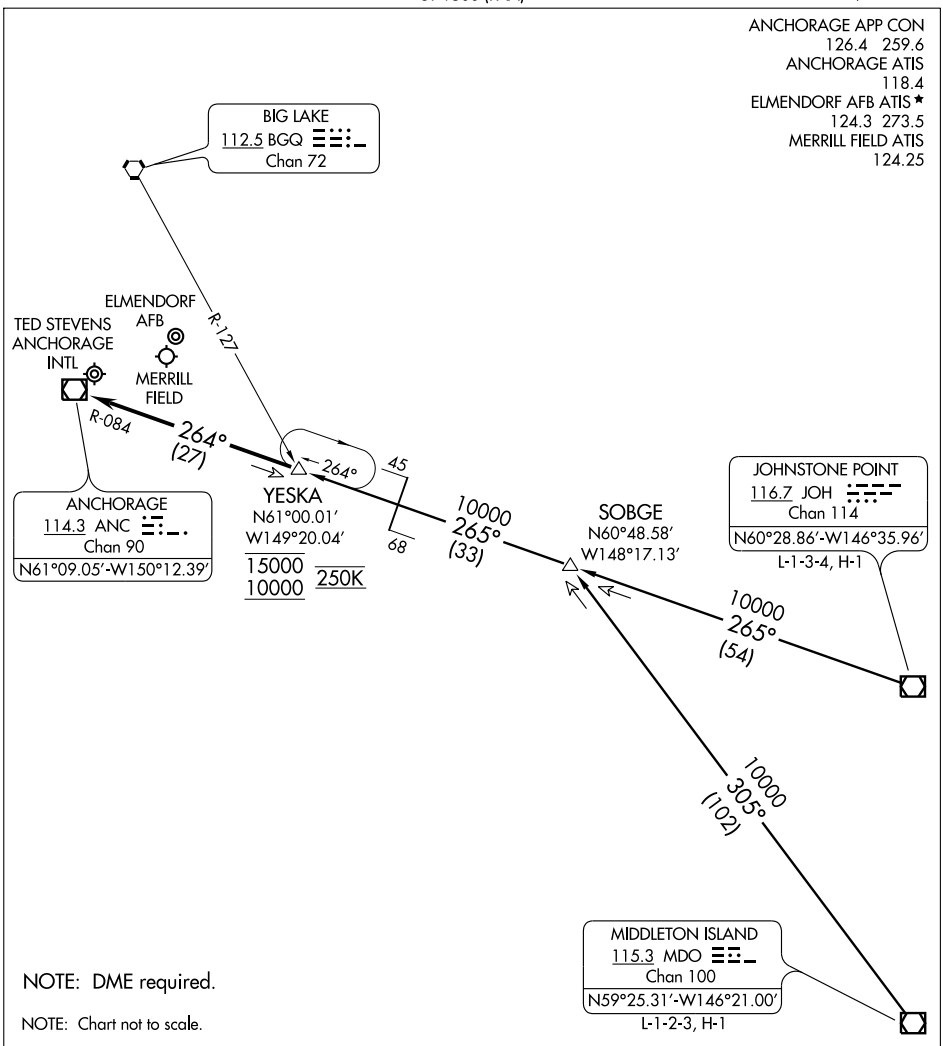
AK. 17 DEC 2009 to 11 FEB 2010

(YESKA.YESKA3) 09127

YESKA THREE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

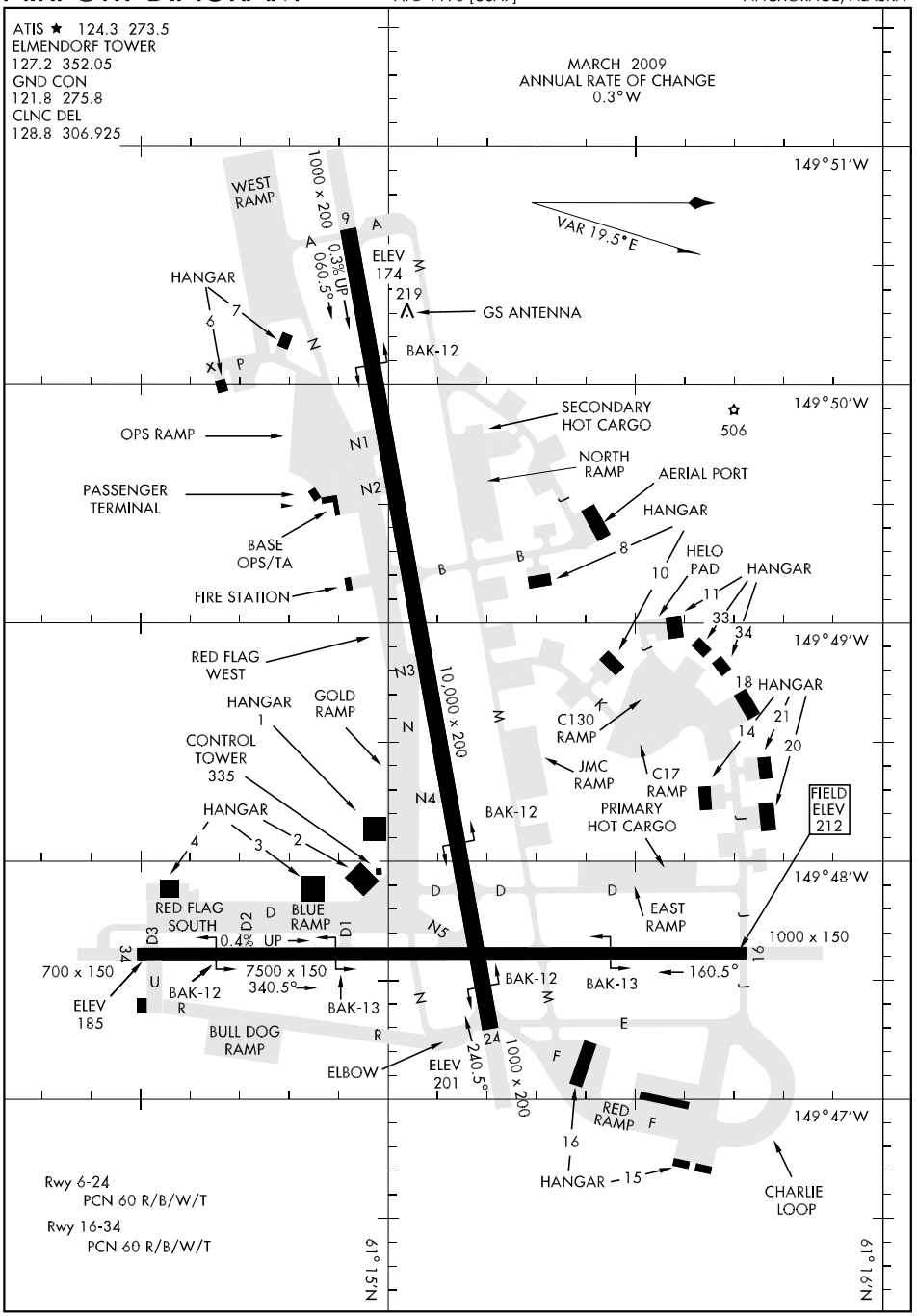


JOHNSTONE POINT TRANSITION (JOH.YESKA3): From over JOH VOR/DME via JOH R-265 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

MIDDLETON ISLAND (MDO.YESKA3): From over MDO VOR/DME via MDO R-305 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

.... From over YESKA INT, thence via ANC R-084 to ANC VOR/DME. Expect Radar vectors to final approach course after YESKA INT.

AK, 17 DEC 2009 to 11 FEB 2010



AK, 17 DEC 2009 to 11 FEB 2010

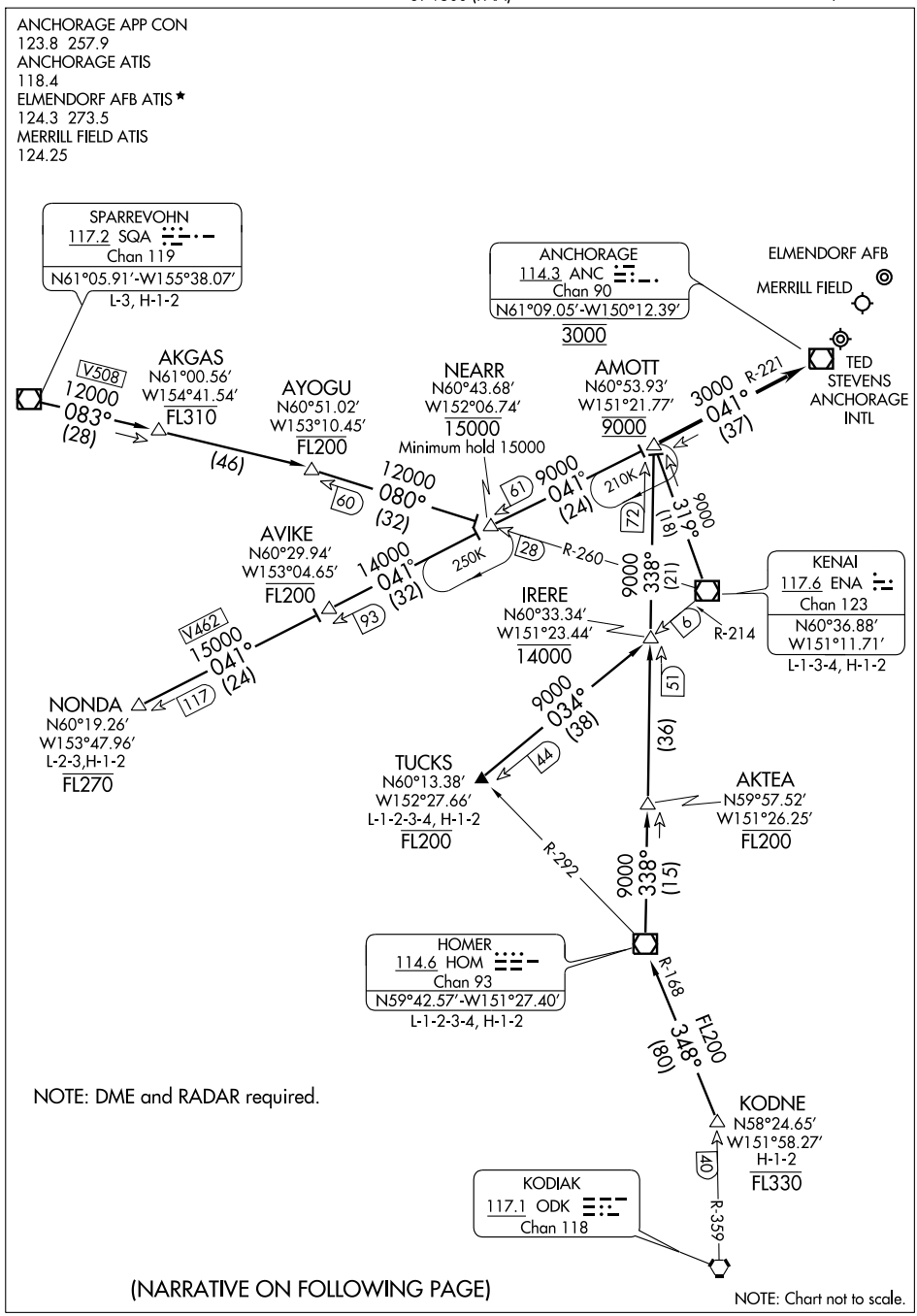
(AMOTT.AMOTT6) 09127

AMOTT SIX ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

ANCHORAGE APP CON
123.8 257.9
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25



AMOTT SIX ARRIVAL

ARRIVAL DESCRIPTION

HOMER TRANSITION (HOM.AMOTT6): From over HOM VOR/DME via HOM R-338 to AMOTT INT. Thence....

KENAI TRANSITION (ENA.AMOTT6): From over ENA VOR/DME via ENA R-319 to AMOTT INT. Thence....

KODNE TRANSITION (KODNE.AMOTT6): From over KODNE INT via HOM R-168 to HOM VOR/DME, then via HOM R-338 to AMOTT INT. Thence....

NONDA TRANSITION (NONDA.AMOTT6): From over NONDA INT via ANC R-221 to AMOTT INT. Thence....

SPARREVOHN TRANSITION (SQA.AMOTT6): From over SQA VOR/DME via SQA R-083 and ENA R-260 to AYOGU INT, then via ENA R-260 to NEARR INT, then via ANC R-221 to AMOTT INT. Thence....

TUCKS TRANSITION (TUCKS.AMOTT6): From over TUCKS INT via ENA R-214 and HOM R-338 to AMOTT INT. Thence....

....From over AMOTT INT via ANC R-221 to ANC VOR/DME (MEA 3000). Expect radar vectors to final approach course after passing AMOTT INT.

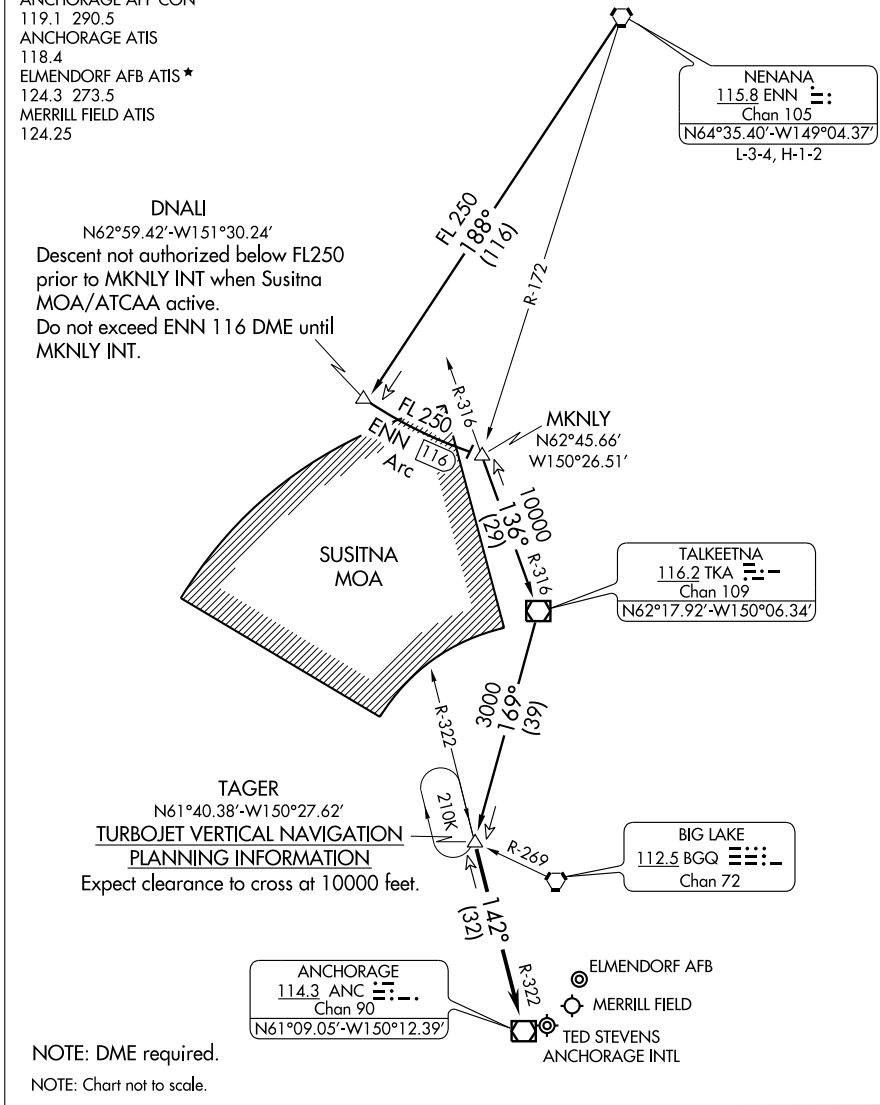
AK, 17 DEC 2009 to 11 FEB 2010

(DNALI.DNALI1) 09127

DENALI ONE ARRIVAL

ST-1500 (FAA)

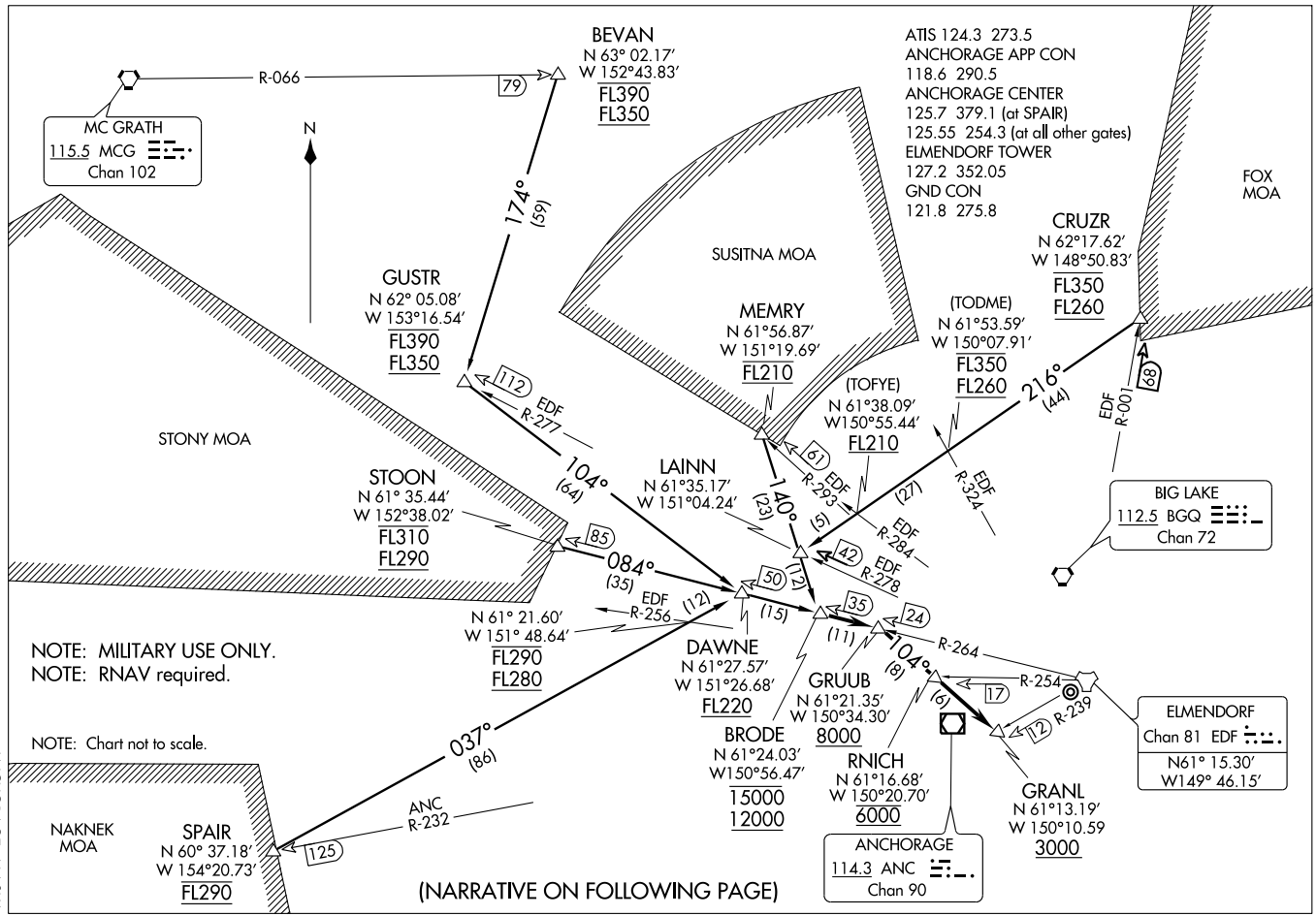
ANCHORAGE, ALASKA



NENANA TRANSITION (ENN.DNALI1): From over the ENN VORTAC via ENN R-188 to DNALI DME Fix and east via ENN 116 DME Arc to MKNLY INT. Then via TKA R-316 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence ....

....From over TAGER INT via ANC R-322 to ANC VOR/DME. Expect vectors to final approach course after TAGER INT.

AK, 17 DEC 2009 to 11 FEB 2010


(DESKA.DESKA4) 09183
DESKA FOUR ARRIVAL
ST-1196 (FAA)
ELMENDORF AFB
ANCHORAGE, ALASKA
ATIS 124.3 273.5
ANCHORAGE APP CON
118.6 290.5
ANCHORAGE CENTER
125.7 379.1 (at SPAIR)
125.55 254.3 (at all other gates)
ELMENDORF TOWER
127.2 352.05
GND CON
121.8 275.8
BEVAN
N 63° 02.17′
W 152°43.83′
FL390
FL350
R-066
79
MC GRATH
115.5 MCG
Chan 102
N
174°
(59)
GUSTR
N 62° 05.08′
W 153°16.54′
FL390
FL350
SUSITNA MOA
MEMRY
N 61°56.87′
W 151°19.69′
FL210
(TODME)
N 61°53.59′
W 150°07.91′
FL350
FL260
CRUZR
N 62°17.62′
W 148°50.83′
FL350
FL260
FOX
MOA
216°
(44)
EDF
R-001
68
112
EDF
R-277
STONY MOA
104°
(64)
(TOFYE)
N 61°38.09′
W150°55.44′
FL210
61
EDF
R-293
140°
(23)
(27)
EDF
R-324
(5)
EDF
R-284
LAINN
N 61°35.17′
W 151°04.24′
STOON
N 61° 35.44′
W 152°38.02′
FL310
FL290
85
084°
(35)
42
EDF
R-278
50
(12)
BIG LAKE
112.5 BGQ
Chan 72
EDF
R-256
(12)
(15)
35
24
(11)
104°
(8)
R-264
N 61° 21.60′
W 151° 48.64′
FL290
FL280
DAWNE
N 61°27.57′
W 151°26.68′
FL220
GRUUB
N 61°21.35′
W 150°34.30′
8000
R-254
17
(6)
R-239
12
ELMENDORF
Chan 81 EDF
N61° 15.30′
W149° 46.15′
NOTE: MILITARY USE ONLY.
NOTE: RNAV required.
NOTE: Chart not to scale.
037°
(86)
BRODE
N 61°24.03′
W150°56.47′
15000
12000
RNICH
N 61°16.68′
W 150°20.70′
6000
GRANL
N 61°13.19′
W 150°10.59
3000
ANCHORAGE
114.3 ANC
Chan 90
NAKNEK
MOA
SPAIR
N 60° 37.18′
W 154°20.73′
FL290
ANC
R-232
125
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

BEVAN TRANSITION (BEVAN.DESKA4): From over BEVAN via heading 174° to GUSTR, then via heading 104° to DAWNE. Then via EDF R-264 to BRODE. Thence. . . .

CRUZR TRANSITION (CRUZR.DESKA4): From over CRUZR via heading 216° to LAINN and heading 140° to BRODE. Thence ....

MEMRY TRANSITION (MEMRY.DESKA4): From over MEMRY via heading 140° to BRODE, then via R-264 to GRUUB. Thence ....

SPAIR TRANSITION (SPAIR.DESKA4): From over SPAIR via heading 037° to DAWNE and via EDF R-264 to BRODE. Thence ....

STOON TRANSITION (STOON.DESKA4): From over STOON via EDF R-264 to BRODE. Thence ....

.... From over BRODE via EDF R-264 to GRUUB then via heading 104° to RNICH then via heading 104° to GRANL. Expect IFR or VFR recovery clearance at GRUUB.

LOST COMMUNICATIONS: From over BRODE ....

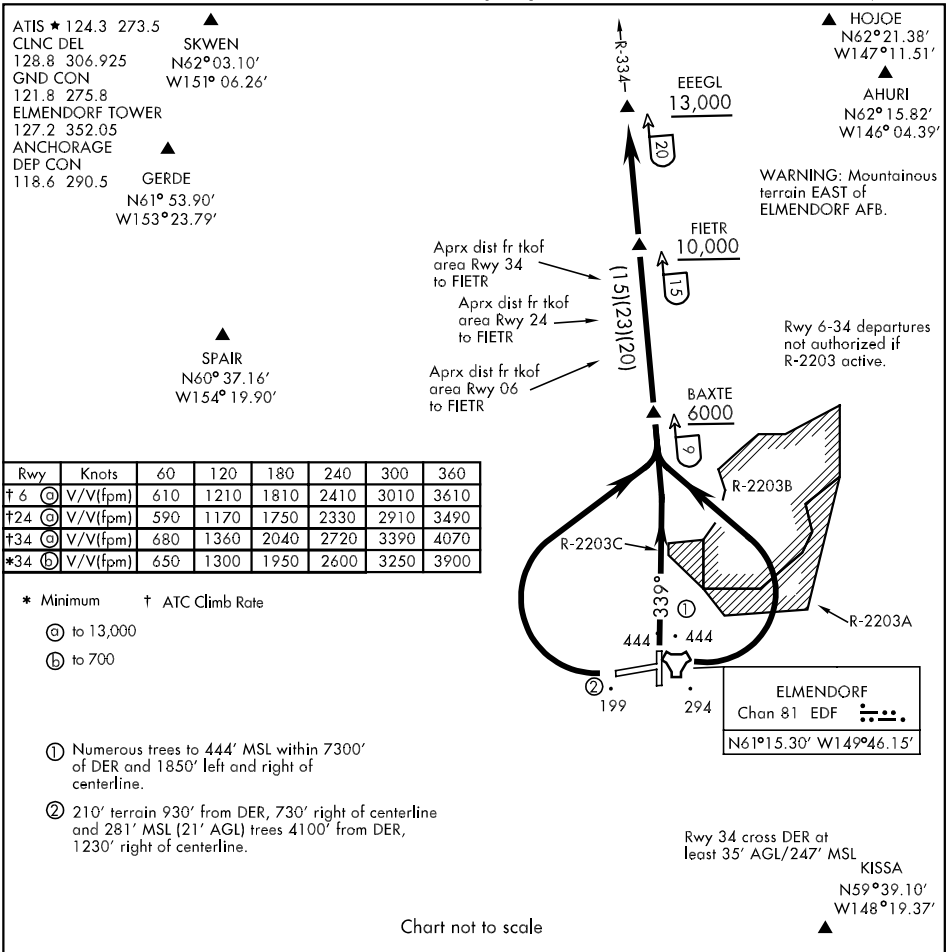
.... If practicable, proceed to EDF VFR via EDF R-264 to EDF 10 DME, then direct Pt. No-Name Visual Check Point. Then proceed to RWY 6 or one mile initial to Rwy 24. Rock wings on initial.

.... If IMC, proceed via EDF R-264 to GRUUB, then via heading 104° to GRANL, then execute ILS Y or TACAN RWY 6 approach to full stop.

EEEGL TWO DEPARTURE

SHL-1196 [USAF]

ANCHORAGE, ALASKA



Rwy	Knots	60	120	180	240	300	360
†6 ⓐ	V/V(fpm)	610	1210	1810	2410	3010	3610
†24 ⓐ	V/V(fpm)	590	1170	1750	2330	2910	3490
†34 ⓐ	V/V(fpm)	680	1360	2040	2720	3390	4070
*34 ⓑ	V/V(fpm)	650	1300	1950	2600	3250	3900

* Minimum † ATC Climb Rate

ⓐ to 13,000

ⓑ to 700

① Numerous trees to 444′ MSL within 7300′ of DER and 1850′ left and right of centerline.

② 210′ terrain 930′ from DER, 730′ right of centerline and 281′ MSL (21′ AGL) trees 4100′ from DER, 1230′ right of centerline.

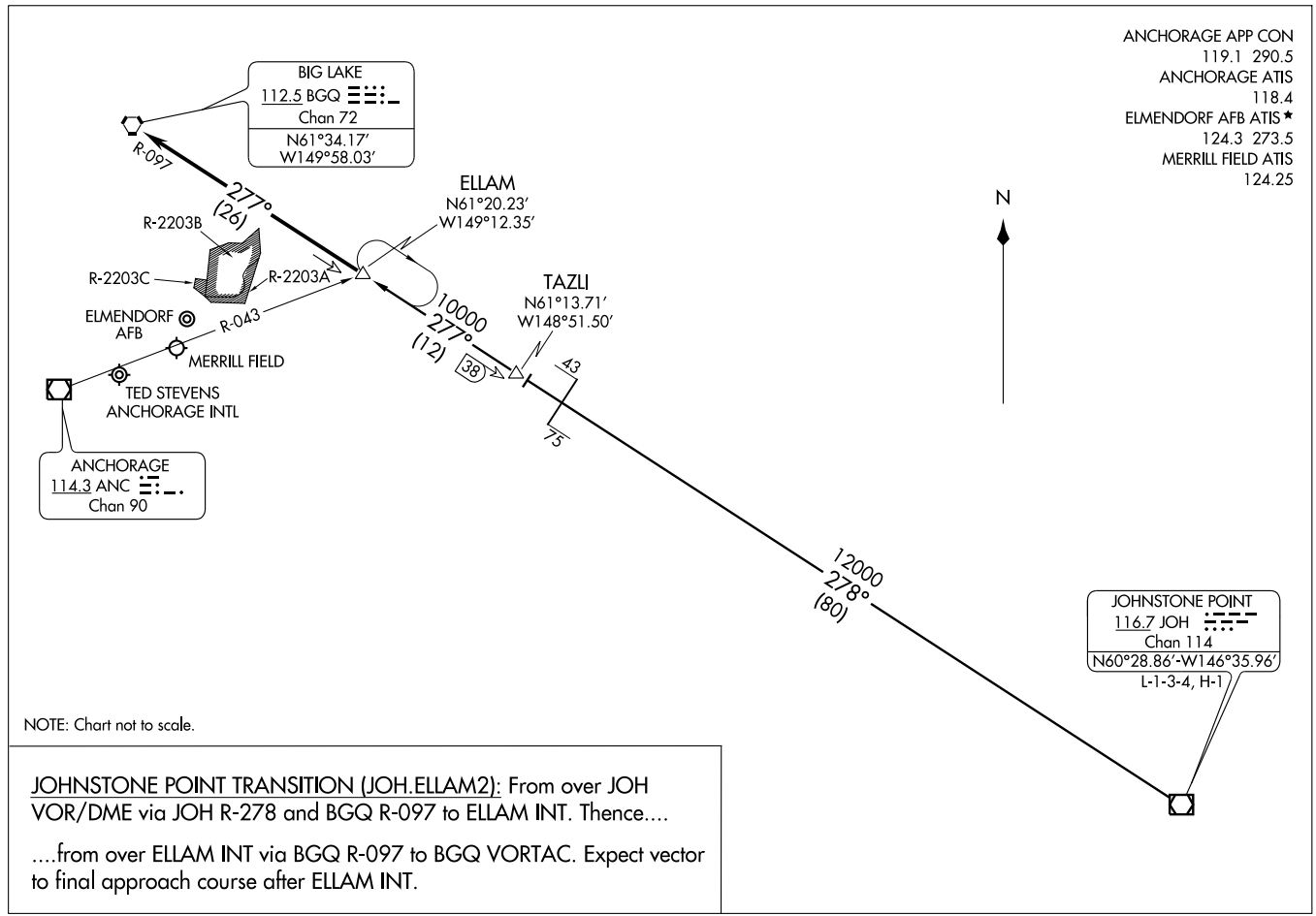
AK, 17 DEC 2009 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Turn left to intercept EDF R-334 outbound. Cross EDF R-334/9 DME (BAXTE) at or above 6000, cross EDF R-334/15 DME (FIETR) at or above 10,000, cross EDF R-334/20 DME (EEEGL) at or above 13,000. Upon leaving 13,000, proceed on course. Maintain FL200 or ATC assigned altitude.

TAKE-OFF RUNWAY 24: Turn right to intercept EDF R-334 outbound. Cross EDF R-334/9 DME (BAXTE) at or above 6000, cross EDF R-334/15 DME (FIETR) at or above 10,000, cross EDF R-334/20 DME (EEEGL) at or above 13,000. Upon leaving 13,000, proceed on course; maintain FL200 or ATC assigned altitude.

TAKE-OFF RUNWAY 34: Track heading 339° to intercept EDF R-334 outbound. Cross EDF R-334/9 DME (BAXTE) at or above 6000, cross EDF R-334/15 DME (FIETR) at or above 10,000, cross EDF R-334/20 DME (EEEGL) at or above 13,000. Upon leaving 13,000, proceed on course; maintain FL200 or ATC assigned altitude.



JOHNSTONE POINT TRANSITION (JOH.ELLAM2): From over JOH VOR/DME via JOH R-278 and BGQ R-097 to ELLAM INT. Thence....

....from over ELLAM INT via BGQ R-097 to BGQ VORTAC. Expect vector to final approach course after ELLAM INT.

(ELLAM.ELLAM2) 09127
ELLAM TWO ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

ILS Y or LOC/DME RWY 6

LOCALIZER	APCH CRS	Rwy ldg 10,000 / TDZE 174 / Arpt Elev 212
110.3	059°	

AL-1196 [USAF]

ELMENDORF AFB (PAED)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile all CATS.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 900 tracking 059°, then climbing left turn to 3000 via the EDF R-304 to HOBBS and hold.

ATIS *	ANCHORAGE APP CON	ELMENDORF TOWER	GND CON	CLNC DEL	PAR
124.3 273.5	North 118.6 290.5 South 123.8 259.3	127.2 352.05	121.8 275.8	128.8 306.925	

*** Circling not authorized Rwy 34 clockwise to Rwy 6.

***CAUTION: CAT E aircraft circling to all Rwys fly at or below 220 KIAS to remain within 4 NM to avoid rapidly rising terrain E and S of EDF.

CAUTION: LOC/DME descent gradient of 325 ft/NM after FEDNO DME fix is greater than descent gradient (318 ft/NM) between DOYEG and FEDNO.

MSA EDF 2.5 NM
140° 9100
2900
270°
360° 8600

124° 304°
(IAF) HOBBS EDF 13
R-304
13 Arc
EDF
960
R-2203C
R-2203B
R-2203A
5565
Start turn to final no later than LR-248.
DOYEG EDF 6.4
FEDNO EDF 4.2
MM
LR-248
239°
059°
R-239
385
488
MERRILL FLD
557
568
ELMENDORF Chan 81 EDF
LOCALIZER 110.3
I-EDF
3000
6955
5350
5000
(IAF) KNOBE EDF 15.5
PUROC EDF 13
COSAS EDF 12
ANCHORAGE INTL
CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.
CAUTION: Intermediate segment is 5.6 NM. Recommend early configuration.
10 NM
CAUTION: Terrain rises rapidly to the S and E.
EMERG SAFE ALT 100 NM 15,200

ELEV 212
439
398
91
506
372
227
295
335
245
TDZE 174
34
059° 4.2 NM from FAF
TDZL Rwy 6
HIRL all Rwys
REIL Rwy 16
Drops off
0.3% UP
0.4% UP
10,000 x 200
7500 x 150

900	3000	
tr 059°	EDF R-304	HOBBS

†LOC only
VGSI and descent angles not coincident.

KNOBE R-239 15.5
HOBBS R-304 13
PUROC R-239 13
COSAS 12
DOYEG 6.4
FEDNO 4.2
MM EGKIL 2.8
TACAN
ILS 059° TAC
13 Arc
4000
3000
GS 3.00°
TCH 60
1600 +900
3.6 NM .6

CATEGORY	A	B	C	D	E
S-ILS 6 *	374/18 200 (200-½)		374/24 200 (200-½)		
S-LOC 6 **	600/24 426(400-½)		600/40 426(400-¾)		600/50 426(400-1)
CIRCLING ***	820-1 608 (700-1)		820-1¾ 608(700-1¾)	820-2 608(700-2)	880-3 668(700-3)
S-PAR 6	374/18 200 (200-½)		374/24 200 (200-½)		GS 3.0°

LOC FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

ILS Z or LOC/DME RWY 6

LOCALIZER	APCH CRS	Rwy ldg 10,000 / TDZE 174 / Arpt Elev 212
110.3	059°	

AL-1196 [USAF]

ELMENDORF AFB (PAED)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile all CATS.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 900 on track 059°, then turn left climbing to 3000 and intercept the BGQ R-132 to BGQ and hold.

ATIS *	ANCHORAGE APP CON	ELMENDORF TOWER	GND CON	CLNC DEL	PAR
124.3 273.5	North 118.6 290.5 South 123.8 259.3	127.2 352.05	121.8 275.8	128.8 306.925	

*** Circling not authorized RWY 34 clockwise to RWY 6.

EDF DME available on 113.4

CAUTION: LOC/DME descent gradient of 325 ft/NM after FEDNO DME fix is greater than descent gradient (318 ft/NM) between DOYEG and FEDNO.

BIG LAKE 112.5 BGQ Chan 72

VOR holding only

132° 312° R-132

960

MSA EDF 2.5 NM
140° 9100
270° 2900
360° 8600

R-2203B

R-2203C

R-2203A

5565

IAF HYSON ANC 7

DR 144°

059°

239°

R-315

PUROC EDF 13

DOYEG EDF 6.4

FEDNO EDF 4.2

MM

385

488

MERRILL FLD

557

ANCHORAGE INTL

568

ELMENDORF Chan 81 EDF

LOCALIZER 110.3 I-EDF

5350

3000

6955

5000

CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.

ANCHORAGE 114.3 ANC Chan 90

10 NM

CAUTION: Terrain rises rapidly to the S and E.

EMERG SAFE ALT 100 NM 15,200

ELEV 212

439 398 91 506 372 227 335 295 245

10,000 x 200

7500 x 150

0.3% UP 0.4% UP

TDZE 174

34

Drops off

059° 4.2 NM from FAF

TDZL Rwy 6

HIRL all Rwys

REIL Rwy 16

†LOC only

900 tr 059°

3000 BGQ R-132

BGQ

HYSON ANC 7

PUROC EDF 13

DOYEG EDF 6.4

FEDNO EDF 4.2

EDF 3.3

MM EGKIL EDF 2.8

TACAN

DR 144°

059°

3000

1600

+900

3.6 NM .6

GS 3.00°

TCH 60

CAUTION: Rwy 6 ILS and PAPI not coincidental

CATEGORY	A	B	C	D	E
S-ILS 6 *	374/18 200 (200-½)		374/24 200 (200-½)		
S-LOC 6 **	600/24 426(400-½)		600/40 426(400-¾)		600/50 426(400-1)
CIRCLING***	820-1 608 (700-1)		820-1¾ 608(700-1¾)	820-2 608(700-2)	N/A
S-PAR 6	374/18 200 (200-½)		374/24 200 (200-½)		GS 3.0°

LOC FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

AK, 17 DEC 2009 to 11 FEB 2010

MATSU FIVE ARRIVAL

ST-1196 (FAA)

ELMENDORF AFB
ANCHORAGE, ALASKA

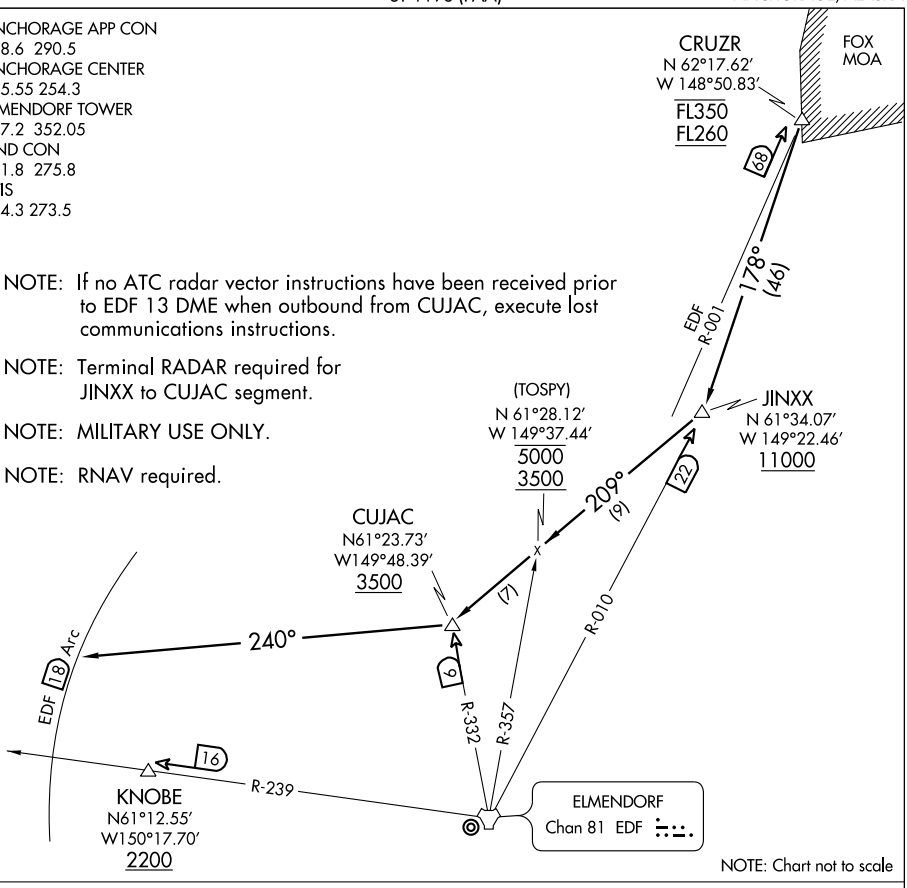
ANCHORAGE APP CON
118.6 290.5
ANCHORAGE CENTER
125.55 254.3
ELMENDORF TOWER
127.2 352.05
GND CON
121.8 275.8
ATIS
124.3 273.5

NOTE: If no ATC radar vector instructions have been received prior to EDF 13 DME when outbound from CUJAC, execute lost communications instructions.

NOTE: Terminal RADAR required for JINXX to CUJAC segment.

NOTE: MILITARY USE ONLY.

NOTE: RNAV required.



NOTE: Chart not to scale

ARRIVAL DESCRIPTION

CRUZR TRANSITION (CRUZR.MATSU5): From over CRUZR via heading 178° to JINXX, then heading 209° to CUJAC, depart CUJAC heading 240°. Thence ....

. . . .Expect vectors within EDF 18 DME to ILS Y or TACAN Rwy 6 approach.

LOST COMMUNICATIONS:

If practicable, proceed to EDF VFR via CUJAC direct Point No-Name Visual Check Point. Then proceed to Rwy 6 or one mile initial to Rwy 24. Rock wings on initial. If unable to proceed to EDF VFR, descend via the MATSU arrival to CUJAC. Cross CUJAC at or above 3500. Fly heading 240° and join the EDF 18 DME Arc west of EDF. Arc south and join the EDF R-239 to KNOBE. Cross KNOBE at or above 2200 and execute ILS Y or TACAN Rwy 6 approach to ELMENDORF AFB.

AK, 17 DEC 2009 to 11 FEB 2010

TACAN RWY 6

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
EDF Chan 81	059°	10,000	174	212

AL-1196 [USAF]

ELMENDORF AFB (PAED)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climbing left turn to 3000 via EDF R-304 to HOBBS and hold. Climb in holding authorized.

ATIS *	ANCHORAGE APP CON	ELMENDORF TOWER	GND CON	CLNC DEL
124.3 273.5	North 118.6 290.5 South 123.8 259.3	127.2 352.05	121.8 275.8	128.8 306.925

** Circling not authorized Rwy 34 clockwise to Rwy 6.

**CAUTION: CAT E aircraft circling to all Rwys fly at or below 220 KIAS to remain within 4 NM to avoid rapidly rising terrain E and S of EDF.

CAUTION: Descent gradient of 325 ft/NM after TROLS DME fix is greater than descent gradient (318 ft/NM) between DORRF and TROLS.

MSA EDF 25 NM
140° 9100
270° 2900
360° 8600

124° 304°

(IAF) HOBBS EDF 13

EDF 13 Arc

R-304

960

R-2203C

R-2203B

5565

Start turn to final no later than LR-248.

DORRF EDF 6.4

TROLS EDF 4.2

LR-248

059°

R-239

CAUTION: Terrain rises rapidly to the S and E.

R-2203A

385

488

MERRILL FLD

ELMENDORF Chan 81 EDF

557

ANCHORAGE INTL

568

5350

3000

6955

5000

(IAF) KNOBE EDF 15.5

PUROC EDF 13

GRANL EDF 12

CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.

10 NM

EMERG SAFE ALT 100 NM 15,200

ELEV 212

3000 EDF R-304 HOBBS

KNOBE R-239 15.5
HOBBS R-304 13
PUROC R-239 13
GRANL R-239 12
DORRF 6.4
TROLS 4.2
CCOLE 2.8
TACAN

4000 059° 13 Arc 3000 3.06° TCH 79 1600 900 3.6 NM .6

439 398 91 506 372 227 335 245 295 34

10,000 x 200 0.3% UP 7500 x 150 0.4% UP 24

TDZE 174

Drops off

0.59° to TACAN

TDZL Rwy 6
HIRL all Rwys
REIL Rwy 16

CATEGORY	A	B	C	D	E
S-6 *	640/24 466 (500-½)		640/40 466 (500-¾)	640/50 466 (500-1)	640/60 466 (500-1¼)
CIRCLING **	820-1 608 (700-1)		820-1¾ 608 (700-1¾)	820-2 608 (700-2)	880-3 668 (700-3)

AK, 17 DEC 2009 to 11 FEB 2010

TACAN RWY 16

TACAN EDF Chan 81	APCH CRS 130°	Rwy ldg 7500 TDZE 212 Arpt Elev 212

AL-1196 [USAF]

ELMENDORF AFB (PAED)

▼ * Circling not authorized RWY 34 clockwise to RWY 6.

† MISSED APPROACH: Climbing left turn to 6000 direct EDF TACAN R-310/19 DME (LUBEE) and hold. Climb in hold authorized.

ATIS *	ANCHORAGE APP CON	ELMENDORF TOWER	GND CON	CLNC DEL	PAR
124.3 273.5	North 118.6 290.5 South 123.8 259.3	127.2 352.05	121.8 275.8	128.8 306.925	

† CAUTION: Missed Approach Minimum Climb Rate to 4200

Knots	60	120	180	240
V/V(fpm)ⓒ	480	960	1440	1920

Controlling Obstacle 2988
ⓒ CAT E only

Min holding alt 6000
Max holding alt 8000

R-310 130° 310°

(IAF) LUBEE EDF 19

130°

CEGEN EDF 12

CAUTION:
-CAT E aircraft circling all Rwys's maintain 220 KIAS or less to remain within 4 NM to avoid rapidly rising terrain to E and S of EDF.
-Terrain rises rapidly to the S and E.
-Winds in vicinity of higher terrain may produce severe turbulence.
-Uncontrolled light aircraft operations in the vicinity of Six-mile lake at or below 600.

960

BETUN EDF 6

R-2203C

R-2203B

2088

R-2203A

2988

456

375

555

ELMENDORF Chan 81 EDF

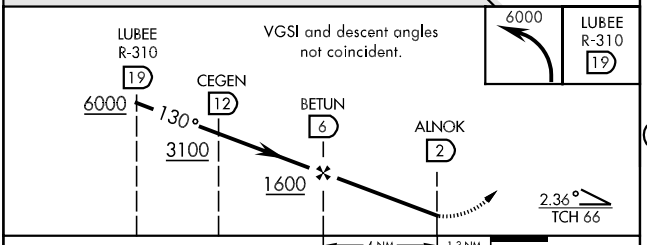
MERRILL FLD

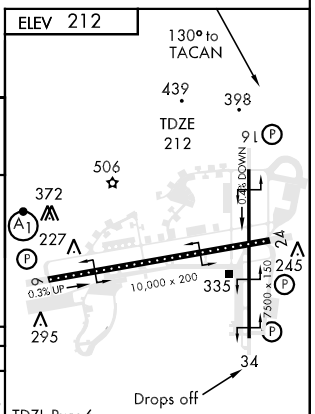
MSA EDF 2.5 NM
140°
9100
2900
270°
360°
8600

10 NM

ANCHORAGE INTL

EMERG SAFE ALT 100 NM 15,200





CATEGORY	A	B	C	D	E
S-16	940-1¾ 728	(800-1¾)	940-2 728 (800-2)	940-2¼ 728 (800-2¼)	940-2½ 728 (800-2½)
CIRCLING *	940-1¾ 728	(800-1¾)	940-2 728 (800-2)	940-2¼ 728 (800-2¼)	1340-3 1128(1200-3)

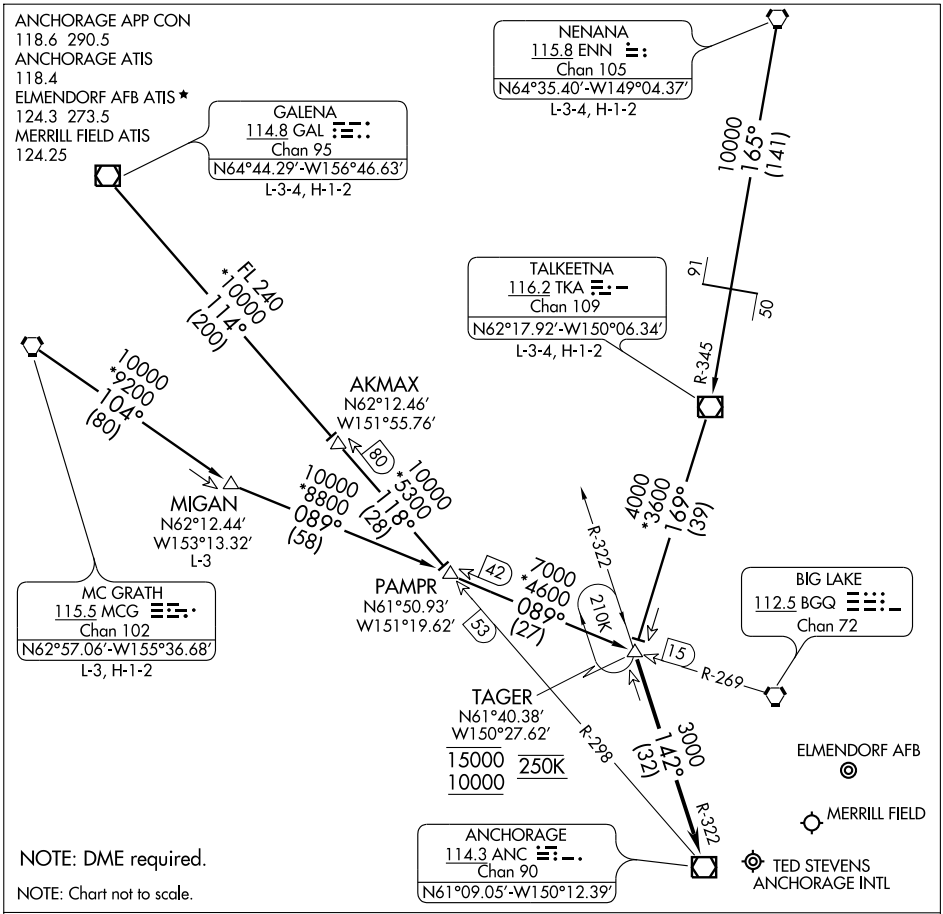
AK, 17 DEC 2009 to 11 FEB 2010

(TAGER.TAGER5) 09127

TAGER FIVE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA



GALENA TRANSITION (GAL.TAGER5): From over GAL VORTAC via GAL R-114 and ANC R-298 to AKMAX then via ANC R-298 to PAMPR INT, then via BGQ R-269 to TAGER INT. Thence . . . .

MC GRATH TRANSITION (MCG.TAGER5): From over MCG VORTAC via MCG R-104 and BGQ R-269 to TAGER INT. Thence . . . .

MIGAN TRANSITION (MIGAN.TAGER5): From over MIGAN via BGQ R-269 to TAGER INT. Thence . . . .

NENANA TRANSITION (ENN.TAGER5): From over ENN VORTAC via ENN R-165 and TKA R-345 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence . . . .

TALKEETNA TRANSITION (TKA.TAGER5): From over TKA VOR/DME via TKA R-169 to TAGER INT. Thence . . . .

. . . . From over TAGER INT via ANC R-322 to ANC VOR/DME, maintain ATC assigned altitude. Expect vector to final approach course after TAGER INT.

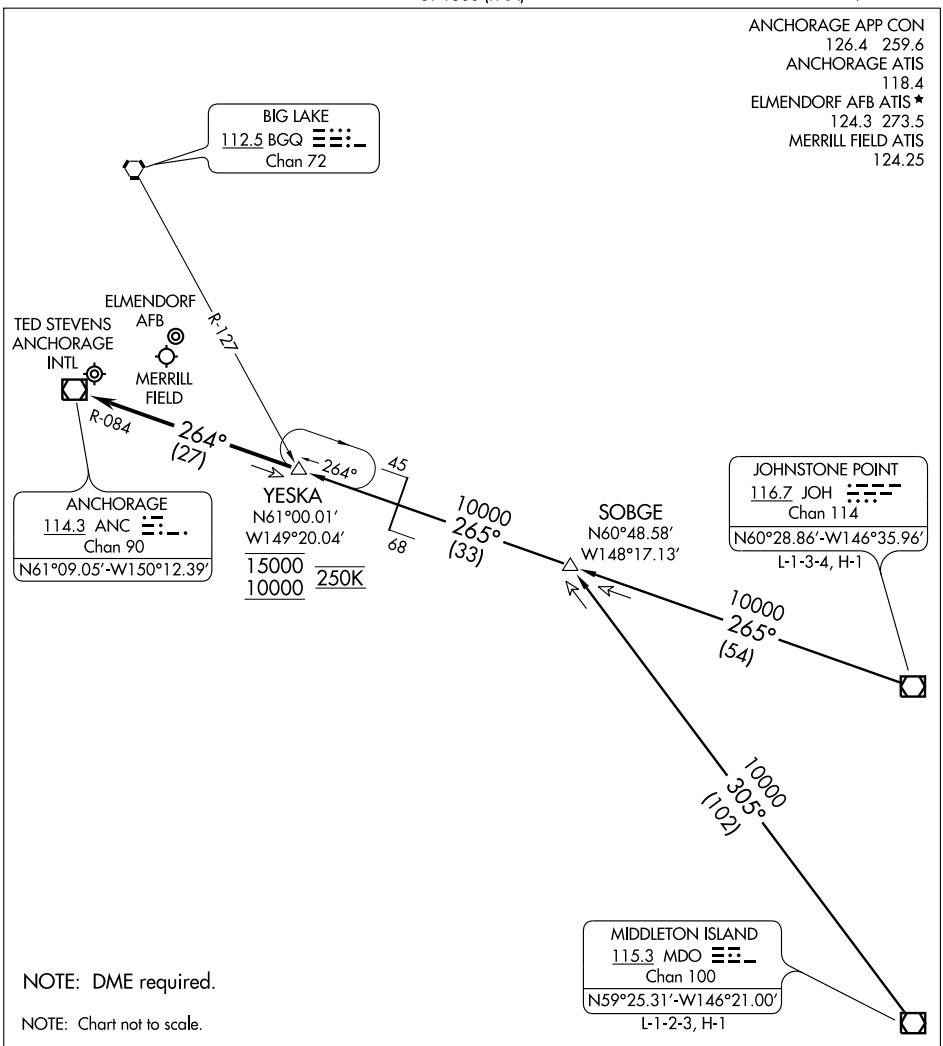
AK, 17 DEC 2009 to 11 FEB 2010

(YESKA.YESKA3) 09127

YESKA THREE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

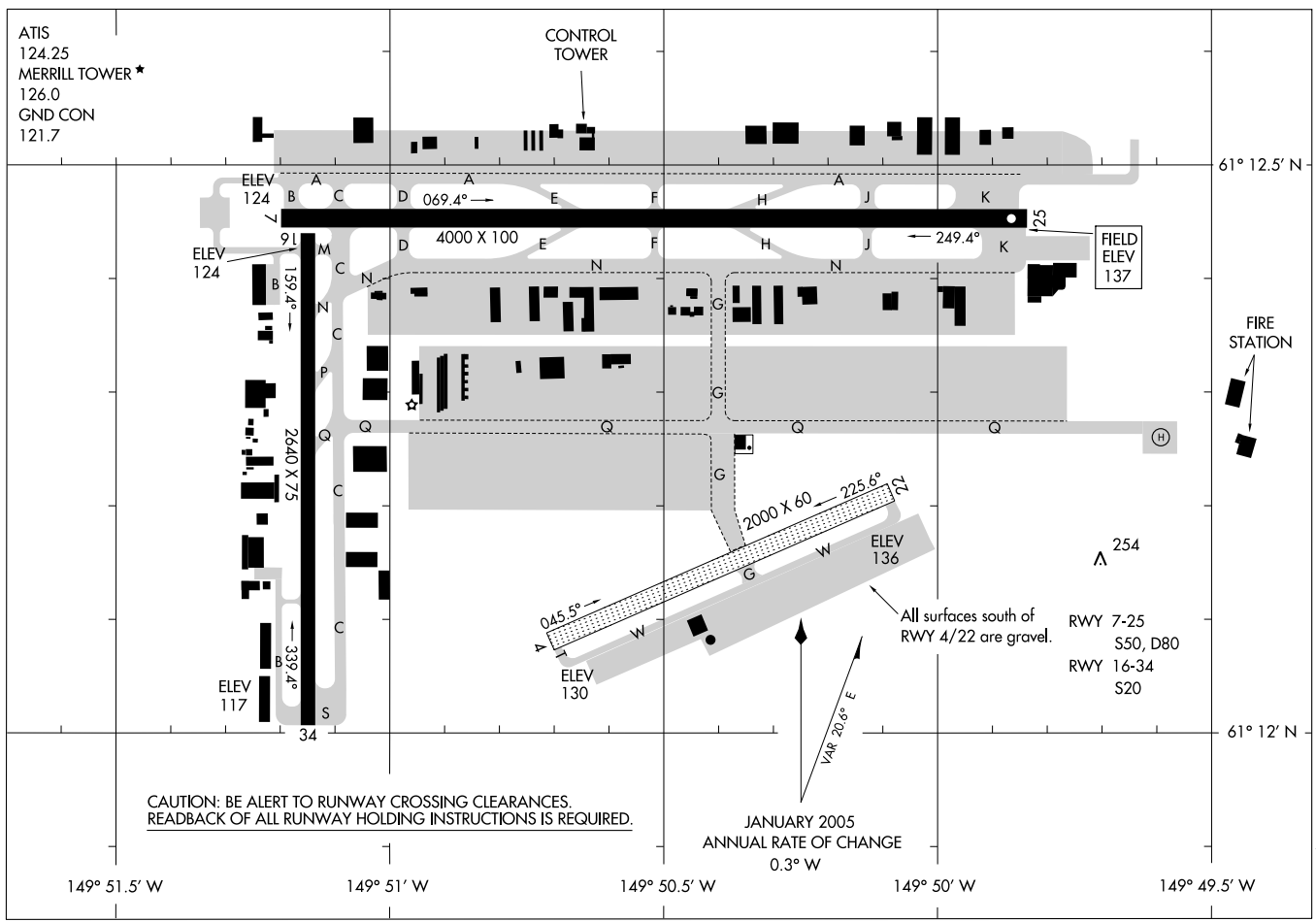


JOHNSTONE POINT TRANSITION (JOH.YESKA3): From over JOH VOR/DME via JOH R-265 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

MIDDLETON ISLAND (MDO.YESKA3): From over MDO VOR/DME via MDO R-305 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

.... From over YESKA INT, thence via ANC R-084 to ANC VOR/DME. Expect Radar vectors to final approach course after YESKA INT.

AK, 17 DEC 2009 to 11 FEB 2010



AIRPORT DIAGRAM

AL-1522 (FAA)

ANCHORAGE/MERRILL FIELD (MRI)(PAMR)

ANCHORAGE, ALASKA

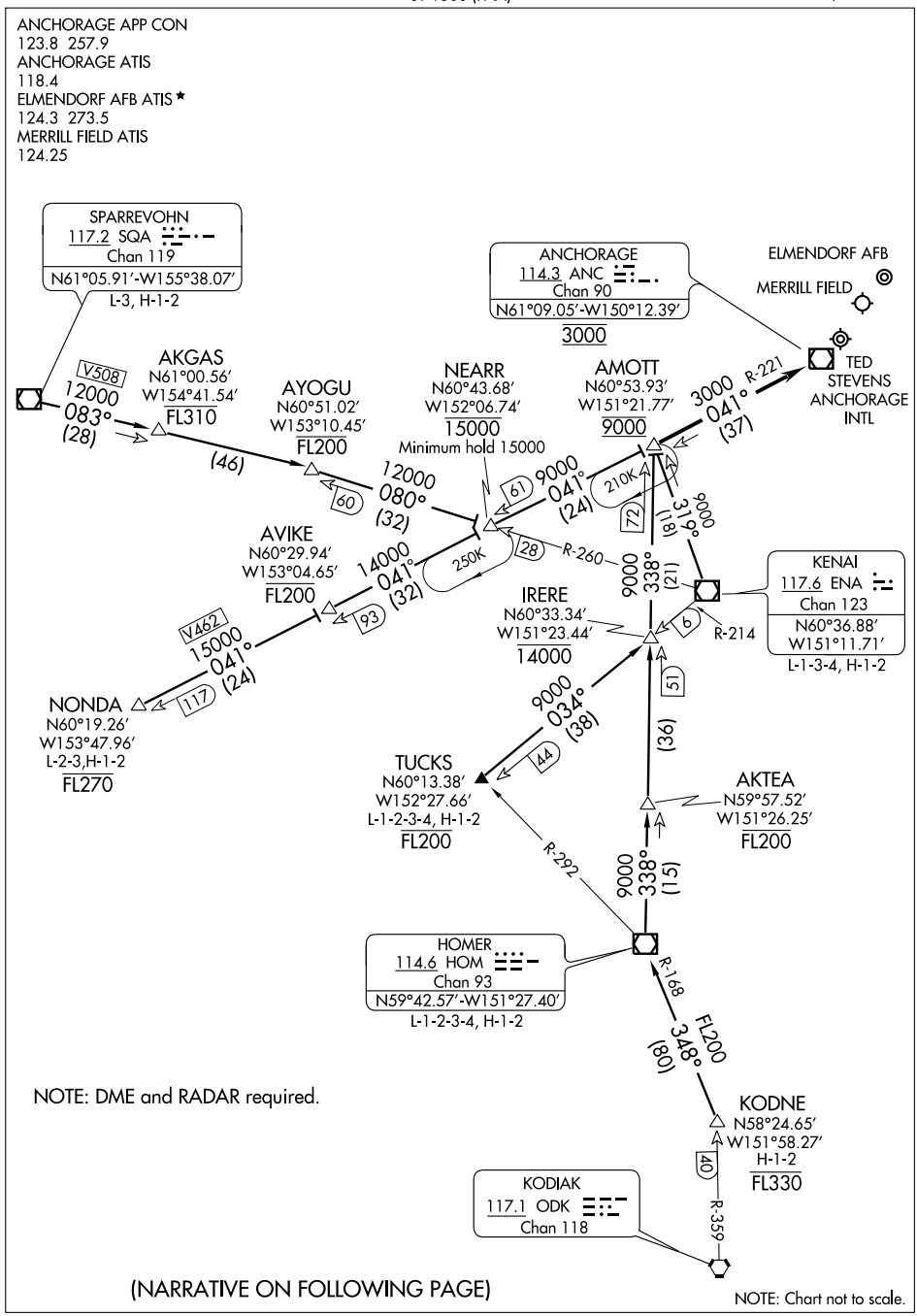
(AMOTT.AMOTT6) 09127

AMOTT SIX ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

ANCHORAGE APP CON
123.8 257.9
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25



AMOTT SIX ARRIVAL

ARRIVAL DESCRIPTION

HOMER TRANSITION (HOM.AMOTT6): From over HOM VOR/DME via HOM R-338 to AMOTT INT. Thence....

KENAI TRANSITION (ENA.AMOTT6): From over ENA VOR/DME via ENA R-319 to AMOTT INT. Thence....

KODNE TRANSITION (KODNE.AMOTT6): From over KODNE INT via HOM R-168 to HOM VOR/DME, then via HOM R-338 to AMOTT INT. Thence....

NONDA TRANSITION (NONDA.AMOTT6): From over NONDA INT via ANC R-221 to AMOTT INT. Thence....

SPARREVOHN TRANSITION (SQA.AMOTT6): From over SQA VOR/DME via SQA R-083 and ENA R-260 to AYOGU INT, then via ENA R-260 to NEARR INT, then via ANC R-221 to AMOTT INT. Thence....

TUCKS TRANSITION (TUCKS.AMOTT6): From over TUCKS INT via ENA R-214 and HOM R-338 to AMOTT INT. Thence....

....From over AMOTT INT via ANC R-221 to ANC VOR/DME (MEA 3000). Expect radar vectors to final approach course after passing AMOTT INT.

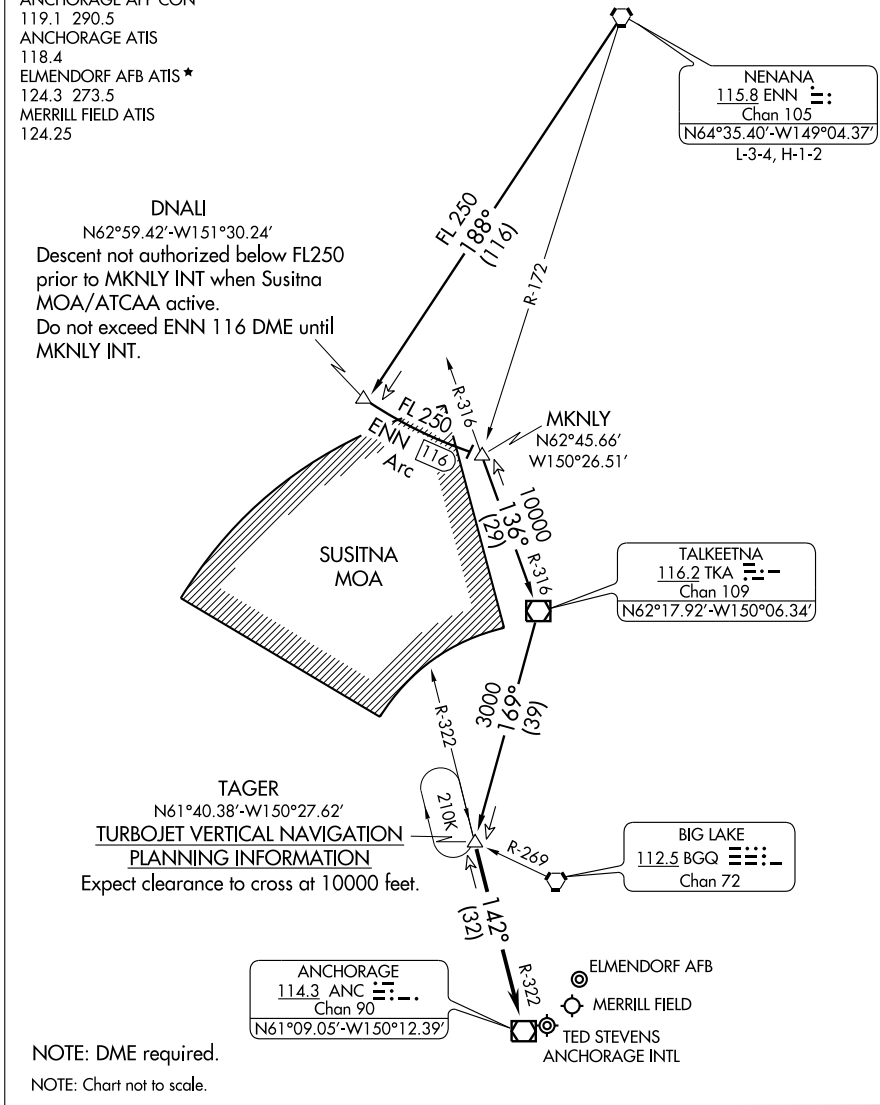
AK, 17 DEC 2009 to 11 FEB 2010

(DNALI.DNALI1) 09127

DENALI ONE ARRIVAL

ST-1500 (FAA)

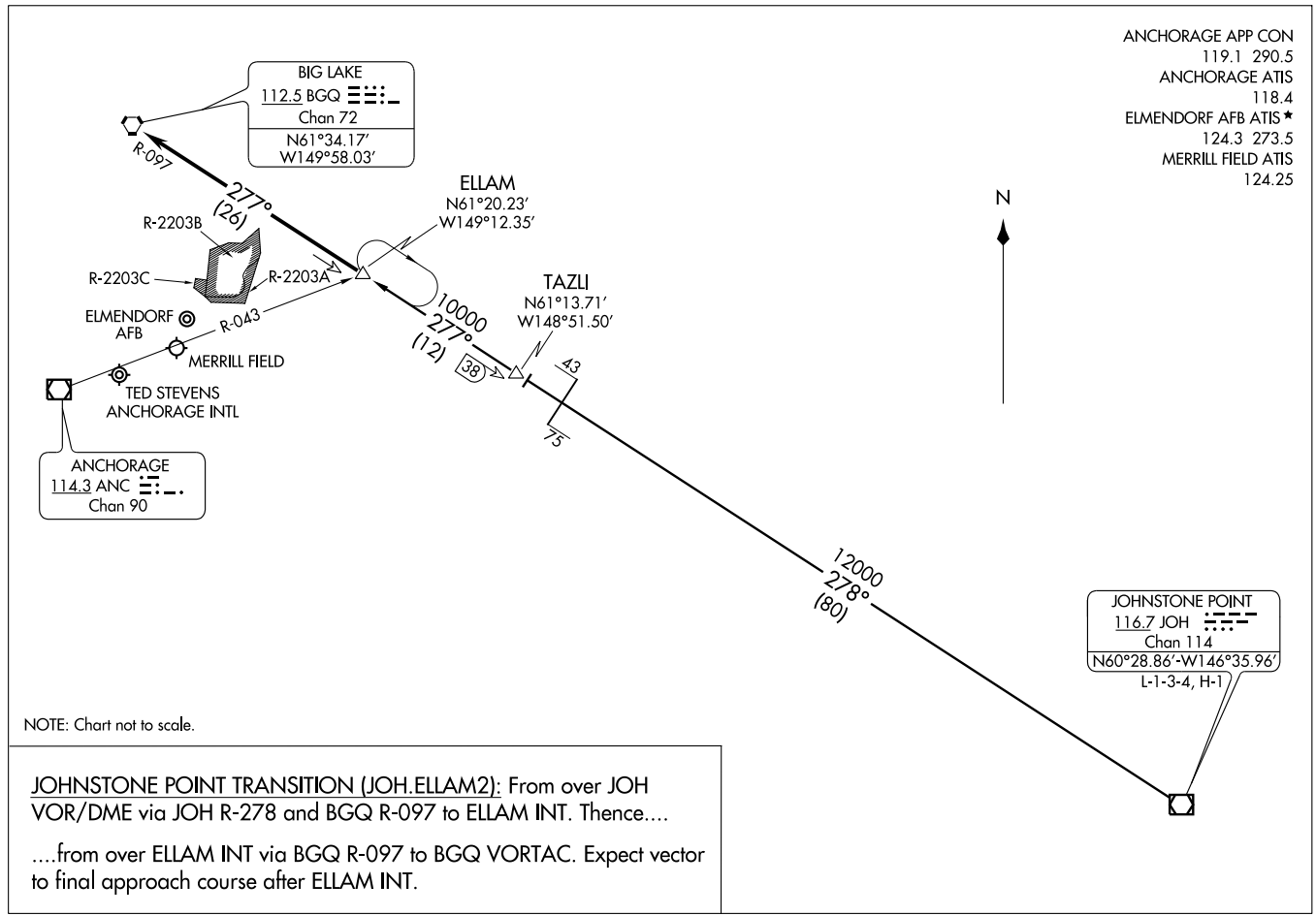
ANCHORAGE, ALASKA



NENANA TRANSITION (ENN.DNALI1): From over the ENN VORTAC via ENN R-188 to DNALI DME Fix and east via ENN 116 DME Arc to MKNLY INT. Then via TKA R-316 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence ....

....From over TAGER INT via ANC R-322 to ANC VOR/DME. Expect vectors to final approach course after TAGER INT.

AK, 17 DEC 2009 to 11 FEB 2010



JOHNSTONE POINT TRANSITION (JOH.ELLAM2): From over JOH VOR/DME via JOH R-278 and BGQ R-097 to ELLAM INT. Thence....

....from over ELLAM INT via BGQ R-097 to BGQ VORTAC. Expect vector to final approach course after ELLAM INT.

(ELLAM.ELLAM2) 09127
ELLAM TWO ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

APP CRS	Rwy Idg	N/A
083°	TDZE	N/A
	Apt Elev	137

RNAV (GPS)-A

ANCHORAGE/MERRILL FIELD (MRI) (PAMR)

DME/DME RNP-0.3 NA. When localaltimeter setting not received, use Anchorage Intl altimeter setting. When VGSI inoperative, circling to corresponding runway NA at night.

MISSED APPROACH: Climbing left turn to 2000 direct SINDI and hold.

ATIS	ANCHORAGE APP CON	MERRILL TOWER ★	GND CON	UNICOM
124.25	119.1 363.2	126.0 (CTAF) L	121.7	122.95

RADAR REQUIRED

4 NM 134° 314° SINDI

R-2203C

(IF) YOHOE 1600 055° (6.8) (FAF) RICKR 083°

MSA RW07 25 NM 9300

RW07

ELEV 137

083° to RW07

9L 4000 X 100 0.3% UP 25

2640 X 75 0.3% UP 34

2000 X 60 22

YOHOE 2000 055° RICKR 1600 083° RW07

6.8 NM 4.1 NM

2000 SINDI

CATEGORY	A	B	C	D
CIRCLING	720-1 583 (600-1)		720-1½ 583 (600-1½)	NA

REIL Rwys 7, 16, 25, and 34 L

MIRL Rwys 7-25 and 16-34 L

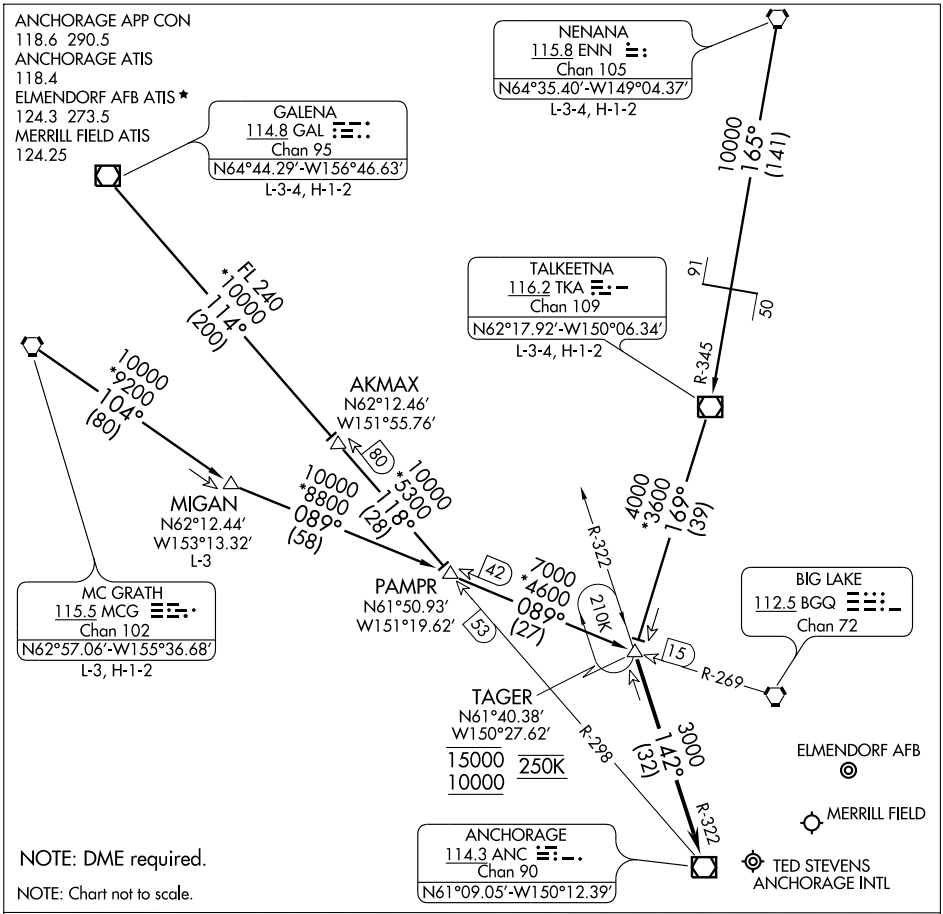
AK, 17 DEC 2009 to 11 FEB 2010

(TAGER.TAGER5) 09127

TAGER FIVE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA



GALENA TRANSITION (GAL.TAGER5): From over GAL VORTAC via GAL R-114 and ANC R-298 to AKMAX then via ANC R-298 to PAMPR INT, then via BGQ R-269 to TAGER INT. Thence . . . .

MC GRATH TRANSITION (MCG.TAGER5): From over MCG VORTAC via MCG R-104 and BGQ R-269 to TAGER INT. Thence . . . .

MIGAN TRANSITION (MIGAN.TAGER5): From over MIGAN via BGQ R-269 to TAGER INT. Thence . . . .

NENANA TRANSITION (ENN.TAGER5): From over ENN VORTAC via ENN R-165 and TKA R-345 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence . . . .

TALKEETNA TRANSITION (TKA.TAGER5): From over TKA VOR/DME via TKA R-169 to TAGER INT. Thence . . . .

. . . . From over TAGER INT via ANC R-322 to ANC VOR/DME, maintain ATC assigned altitude. Expect vector to final approach course after TAGER INT.

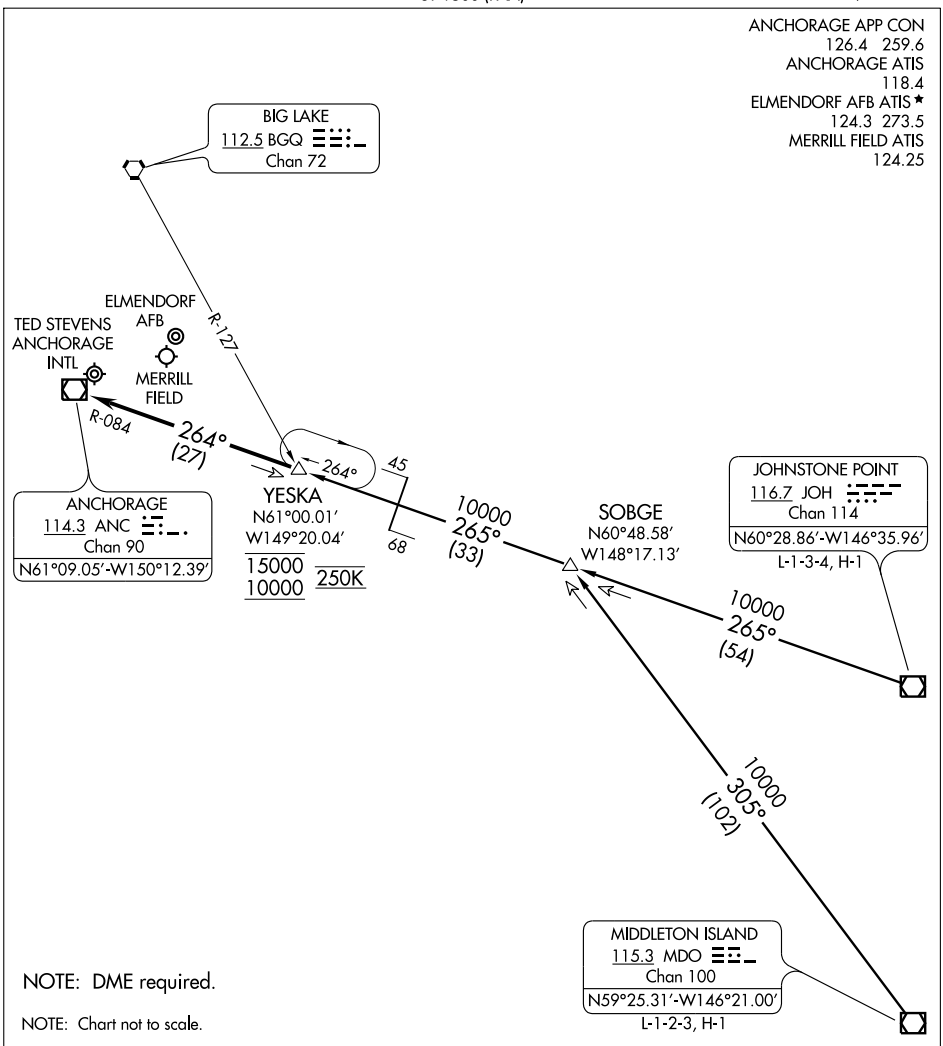
AK, 17 DEC 2009 to 11 FEB 2010

(YESKA.YESKA3) 09127

YESKA THREE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA



JOHNSTONE POINT TRANSITION (JOH.YESKA3): From over JOH VOR/DME via JOH R-265 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

MIDDLETON ISLAND (MDO.YESKA3): From over MDO VOR/DME via MDO R-305 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

.... From over YESKA INT, thence via ANC R-084 to ANC VOR/DME. Expect Radar vectors to final approach course after YESKA INT.

AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-ANI	APP CRS	Rwy Idg	6000
109.7	103°	TDZE	88
Chan 34		Apt Elev	88

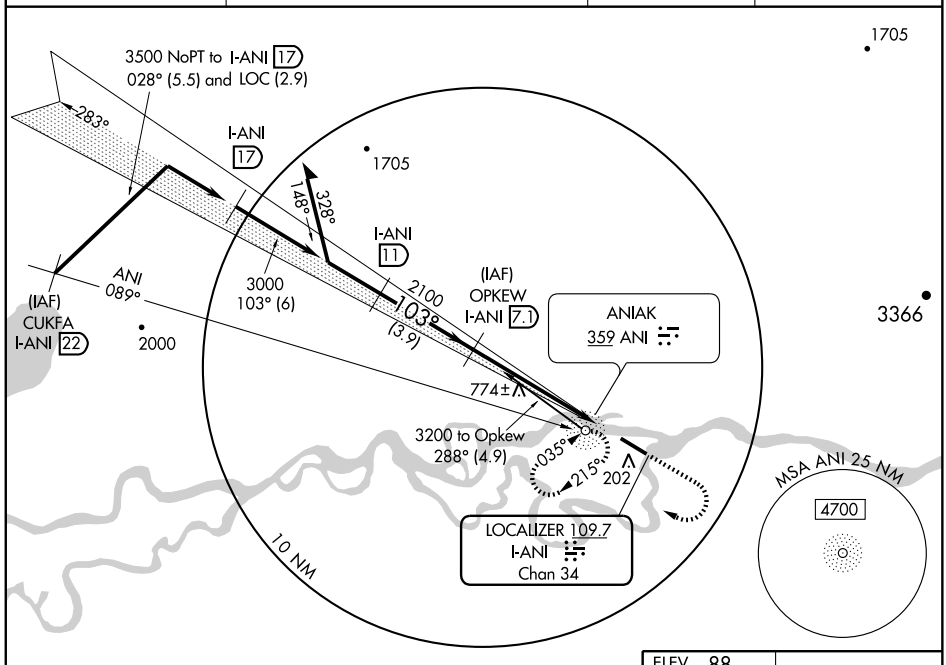
ILS/DME RWY 10
ANIAK (ANI)(PANI)

Circling not authorized north of Runway 10-28.
Circling requires descent on glide slope to MDA.
Localizer unusable from I-ANI 1.7 DME inbound.

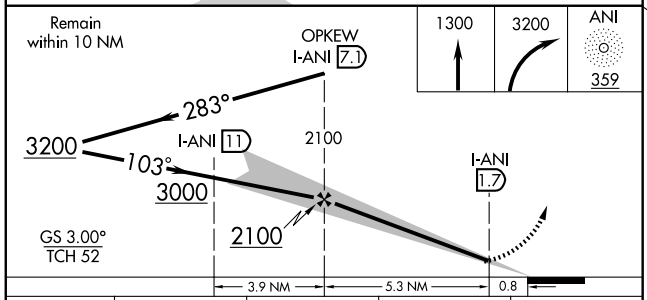
MALSF

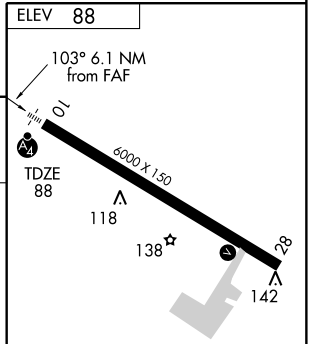
MISSED APPROACH: Climb to 1300 then climbing right turn to 3200 direct ANI NDB and hold.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	CTAF
124.3	118.15 251.05	118.15	122.1 L



ADF and DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 10	338-¾ 250 (300-¾)			
S-LOC 10	NA			
CIRCLING	580-1 492 (500-1)		580-1½ 492 (500-1½)	640-2 552 (600-2)

HIRL Rwy 10-28 L

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

ANIAK, ALASKA

AL-1233 (FAA)

LOC/DME RWY 10

ANIAK (ANI)(PANI)

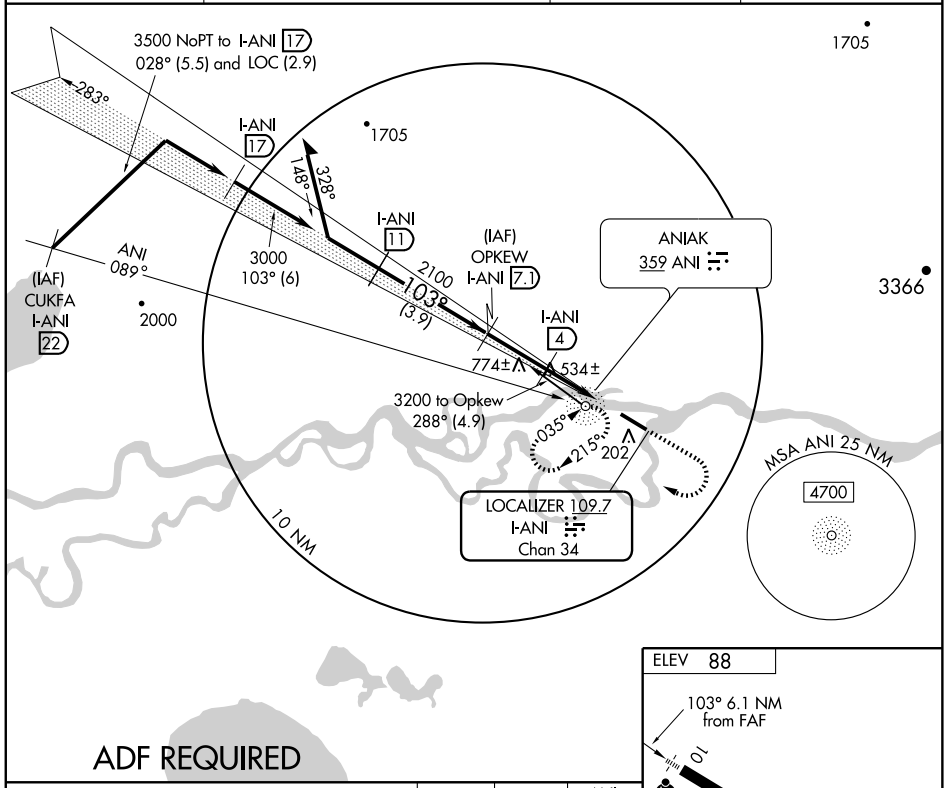
LOC/DME I-ANI	APP CRS	Rwy Idg	6000
109.7	103°	TDZE	88
Chan 34		Apt Elev	88

Circling not authorized north of Runway 10-28.
Localizer unusable from I-ANI 1.7 DME inbound.
Inoperative table does not apply to Cats C and D.

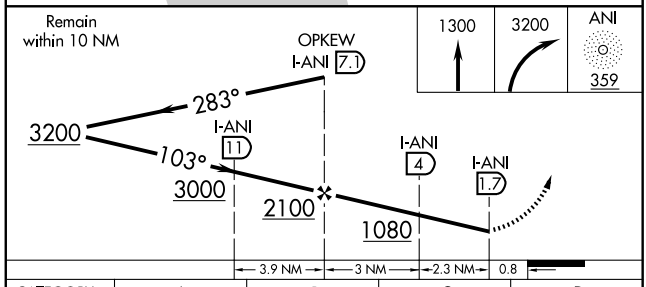
MALSF

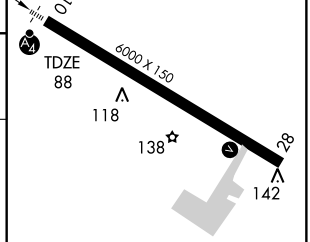
MISSED APPROACH: Climb to 1300 then climbing right turn to 3200 direct ANI NDB and hold.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	CTAF
124.3	118.15 251.05	118.15	122.1 L



ADF REQUIRED





HIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-LOC 10	800-¾ 712 (800-¾)		800-2 712 (800-2)	800-2¼ 712 (800-2¼)
CIRCLING	800-1 712 (800-1)		800-2 712 (800-2)	800-2¼ 712 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

AK. 17 DEC 2009 to 11 FEB 2010

NDB ANI	APP CRS	Rwy Idg	6000
359	273°	TDZE	88
		Apt Elev	88

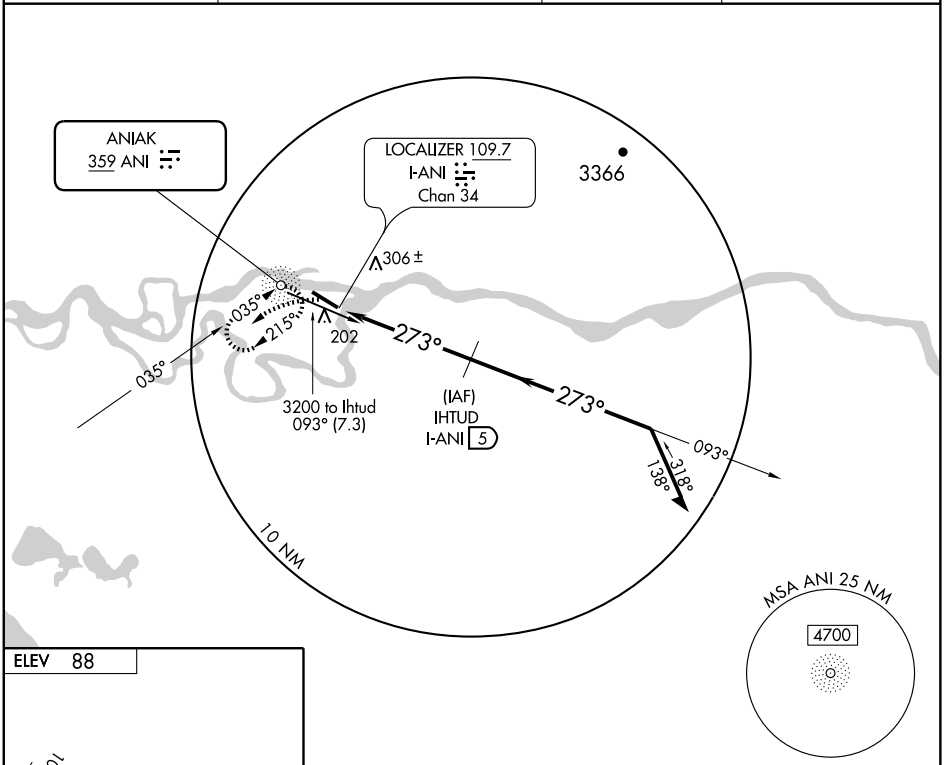
NDB/DME RWY 28

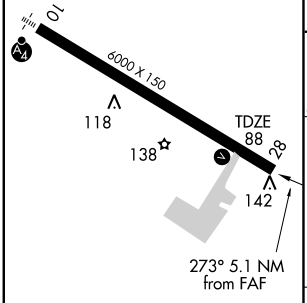
ANIAK (ANI)(PANI)

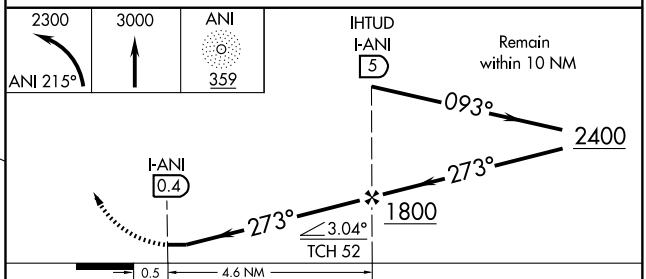
Simultaneous reception of ANI and I-ANI DME required. DME from I-ANI LOC/DME.
Circling not authorized North of Runway 10-28.

MISSED APPROACH: Climbing left turn to 2300 on 215° bearing from ANI then direct ANI NDB climbing to 3000 and hold.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	CTAF
124.3	118.15 251.05	118.15	122.1 L







CATEGORY	A	B	C	D
S-28	620-1	532 (600-1)	620-1½ 532 (600-1½)	620-1¾ 532 (600-1¾)
CIRCLING	620-1	532 (600-1)	620-1½ 532 (600-1½)	640-2 552 (600-2)

HIRL Rwy 10-28 L

AK. 17 DEC 2009 to 11 FEB 2010

ANIAK, ALASKA

AL-1233 (FAA)

RNAV (GPS) RWY 10

ANIAK (ANI)(PANI)

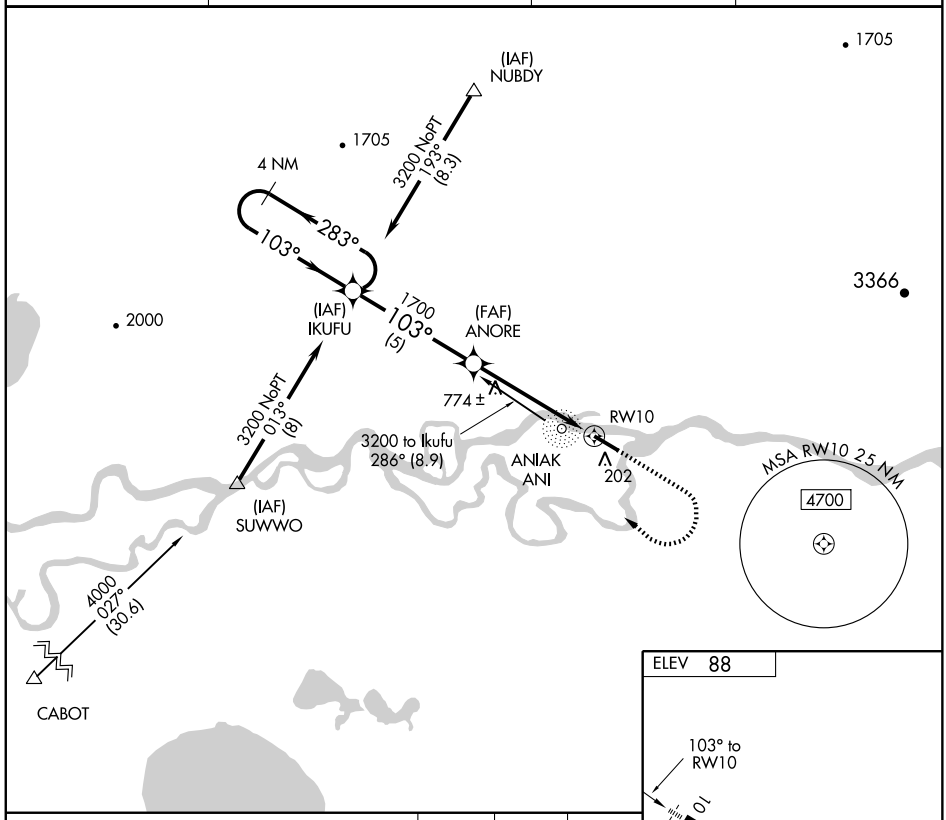
APP CRS	Rwy Idg	6000
103°	TDZE	88
	Apt Elev	88

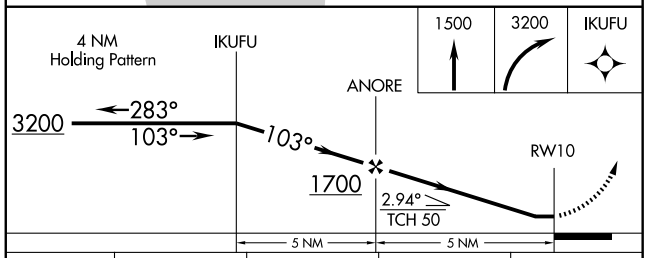
Circling not authorized north of runway 10-28.
GPS or DME RNP- 0.3 required. DME/DME RNP- 0.3 NA.

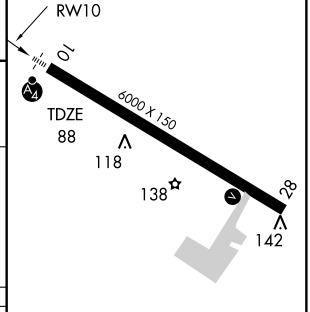
MALSF

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 direct IKUFU WP and hold.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	CTAF
124.3	118.15 251.05	118.15	122.1 L







CATEGORY	A	B	C	D
LNAV MDA	1080-1¼ 992 (1000-1¼)	1080-1½ 992 (1000-1½)	1080-3 992 (1000-3)	
CIRCLING	1080-1¼ 992 (1000-1¼)	1080-1½ 992 (1000-1½)	1080-3 992 (1000-3)	

HIRL Rwy 10-28 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	6000
283°	TDZE	88
	Apt Elev	88

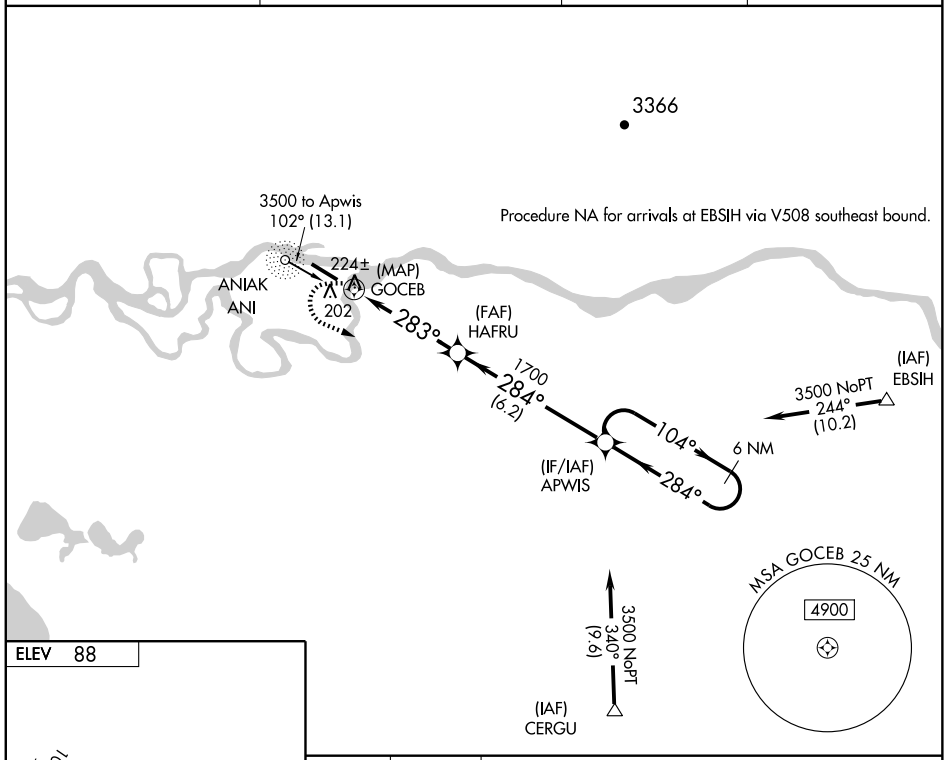
RNAV (GPS) RWY 28

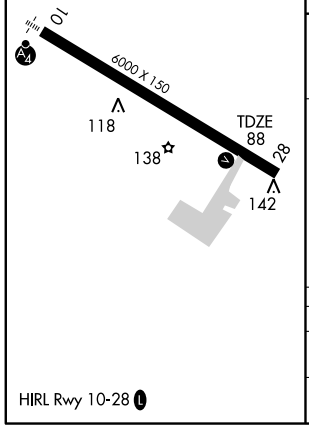
ANIAK (ANI)(PANI)

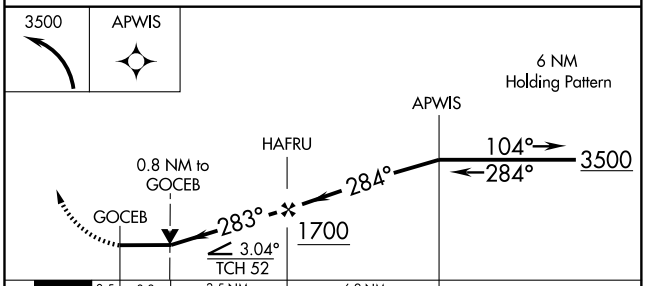
Circling not authorized north of Rwy 10-28. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kalskag altimeter setting and increase all MDA's 60 feet. VDP NA when using Kalskag altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct to APWIS and hold.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	CTAF
124.3	118.15 251.05	118.15	122.1 (L)







CATEGORY	A	B	C	D
LNAV MDA	540-1 452 (500-1)		540-1¼ 452 (500-1¼)	540-1½ 452 (500-1½)
CIRCLING	580-1 492 (500-1)		580-1½ 492 (500-1½)	740-2 652 (700-2)

HIRL Rwy 10-28 (L)

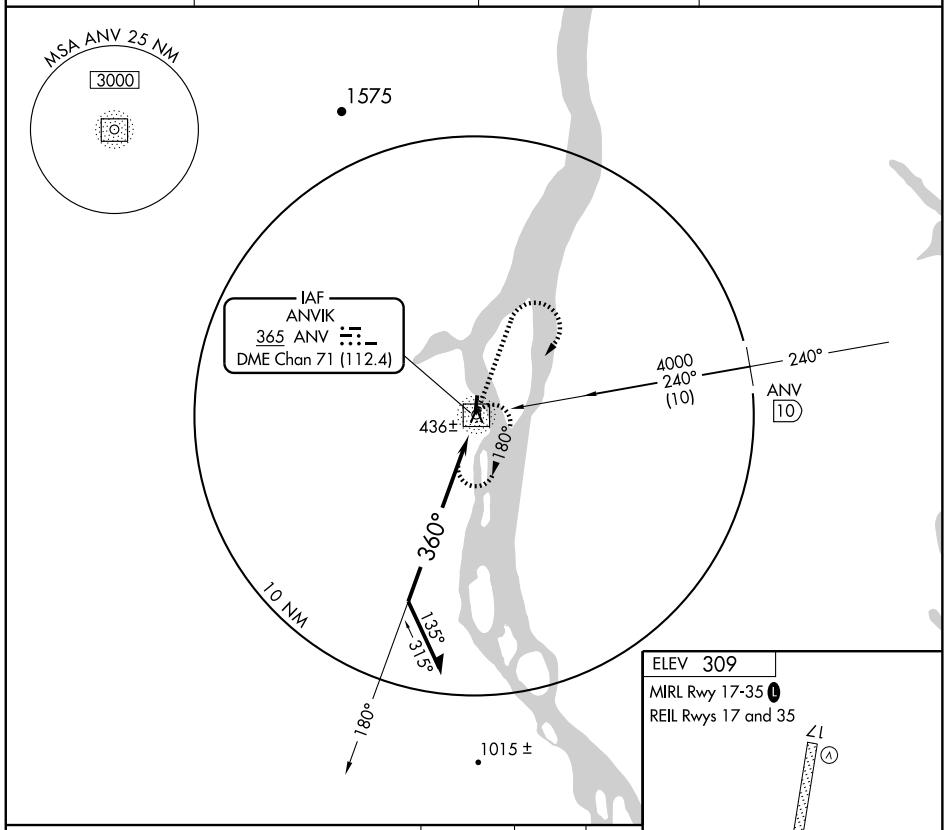
NDB/DME ANV 365 Chan 71 (112.4)	APP CRS 360°	Rwy Idg 4000 TDZE 309 Apt Elev 309

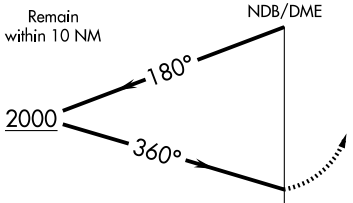
NDB RWY 35

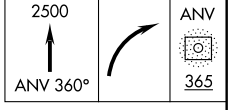
ANVIK (ANV)(PANV)

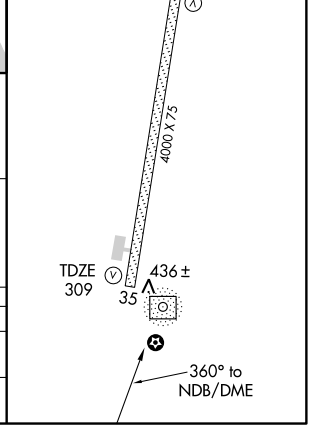
MISSED APPROACH: Climb to 2500 via 360° bearing from ANV NDB/DME, then turn right direct ANV and hold.

AWOS-3	ANCHORAGE CENTER	KENAI RADIO	UNICOM
133.55	135.7 335.5	122.4	122.7 (CTAF) L









CATEGORY	A	B	C	D
S-35	800-1	491 (500-1)	800-1¼ 491 (500-1¼)	NA
CIRCLING	800-1	491 (500-1)	800-1½ 491 (500-1½)	NA

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4000
171°	TDZE	288
	Apt Elev	309

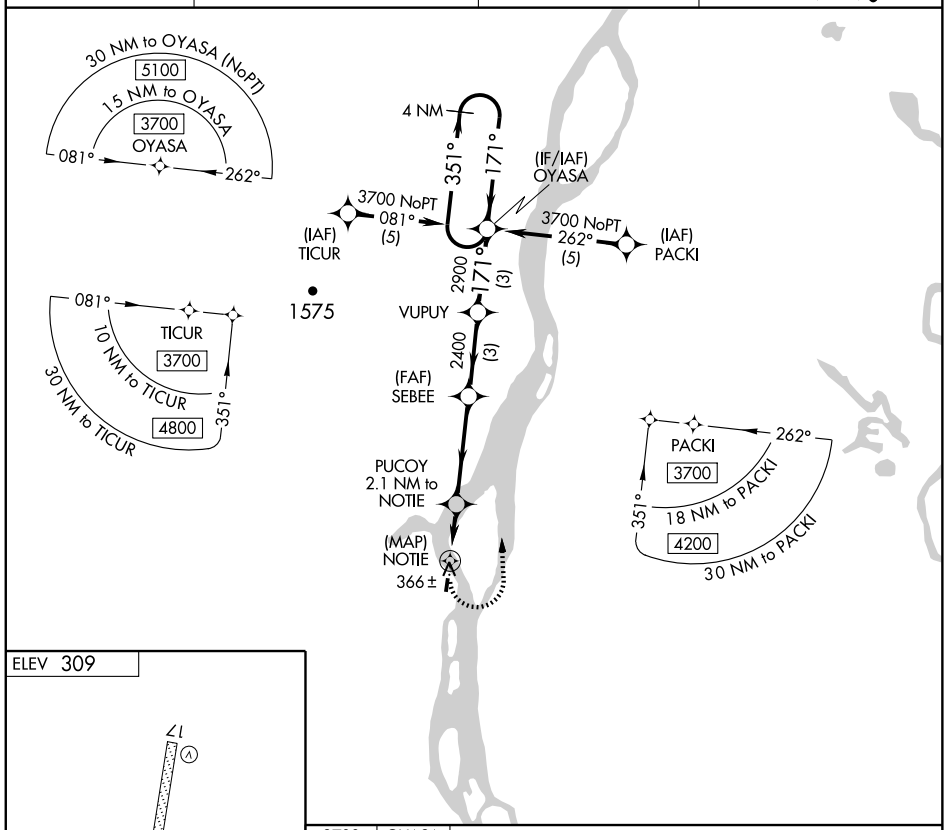
RNAV (GPS) RWY 17

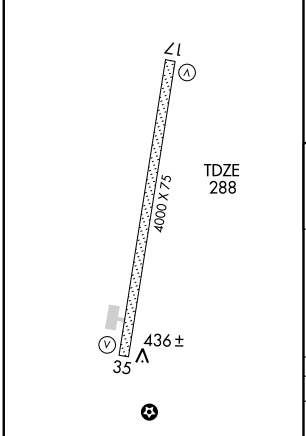
ANVIK (ANV)(PANV)

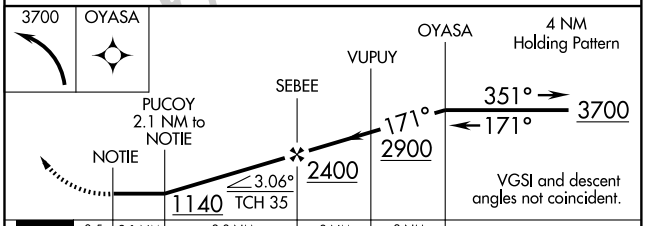
When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Holy Cross altimeter setting and increase all MDAs 120 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile.

MISSED APPROACH: Climbing left turn to 3700 direct OYASA and hold, continue climb-in-hold to 3700.

AWOS-3	ANCHORAGE CENTER	KENAI RADIO	UNICOM
133.55	135.7 335.5	122.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1 412 (400-1)		700-1¼ 412 (400-1¼)	
CIRCLING	740-1 431 (500-1)	760-1 451 (500-1)	760-1½ 451 (500-1½)	860-2 551 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

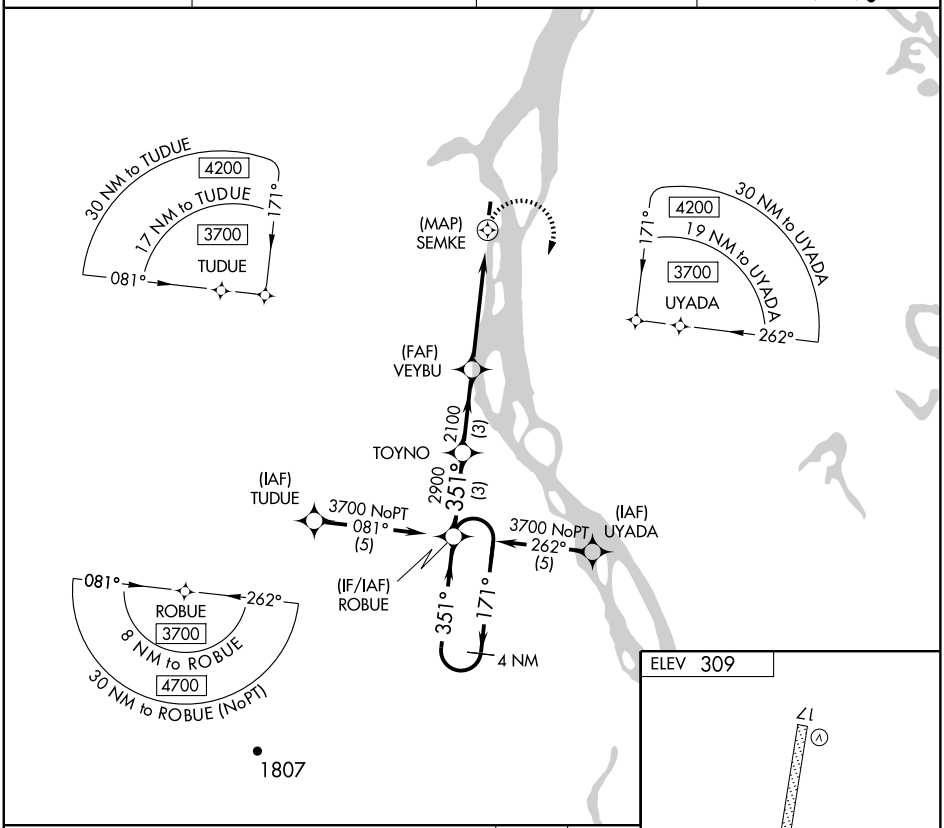
APP CRS	Rwy Idg	4000
351°	TDZE	290
	Apt Elev	309

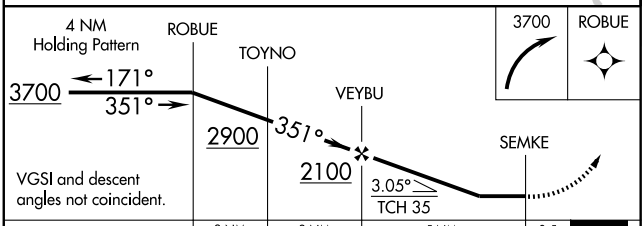
RNAV (GPS) RWY 35
ANVIK (ANV)(PANV)

When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Holy Cross altimeter setting and increase all MDAs 120 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile.

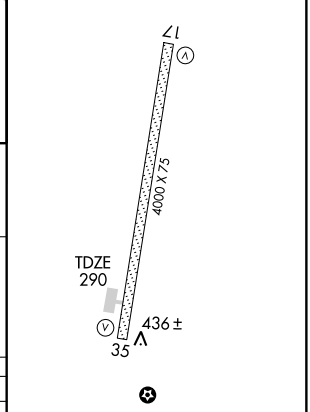
MISSED APPROACH: Climbing right turn to 3700 direct ROBUE and hold, continue climb-in-hold to 3700.

AWOS-3	ANCHORAGE CENTER	KENAI RADIO	UNICOM
133.55	135.7 335.5	122.4	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	700-1 410 (400-1)		700-1¼ 410 (400-1¼)	
CIRCLING	740-1 431 (500-1)	760-1 451 (500-1)	760-1½ 451 (500-1½)	860-2 551 (600-2)



REIL Rwy 17
MIRL Rwy 17-35 L

AK, 17 DEC 2009 to 11 FEB 2010

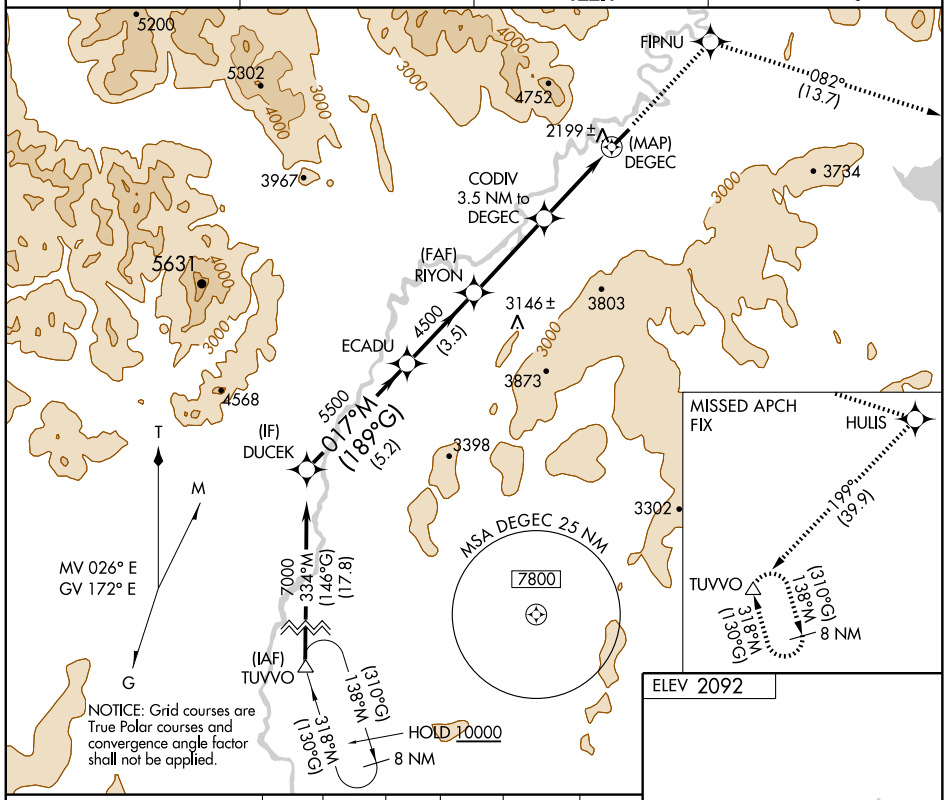
APP CRS	Rwy Idg	4500
017° M (189° G)	TDZE	2087
	Apt Elev	2092

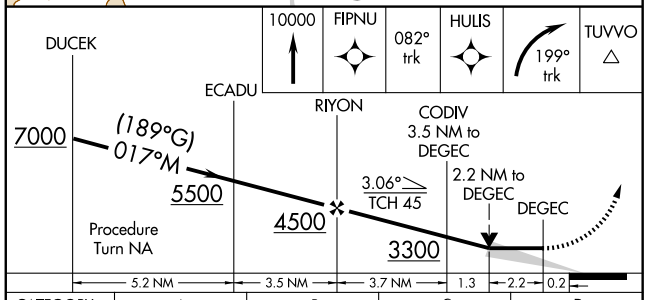
RNAV (GPS) RWY 2
ARCTIC VILLAGE (ARC) (PARC)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 10000 direct FIPNU and via 082° track to HULIS and right turn via 199° track to TUVVO and hold.

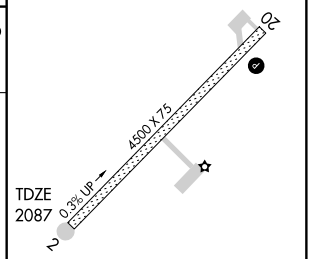
AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.75	135.0 225.4	122.1	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	2880-1 793 (800-1)	2880-1¼ 793 (800-1¼)	NA	
CIRCLING	2880-1 788 (800-1)	2880-1¼ 788 (800-1¼)	NA	

ELEV 2092



REIL Rwy 20 (L)
MIRL Rwy 2-20

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4500
194° M (006° G)	TDZE	2092
	Apt Elev	2092

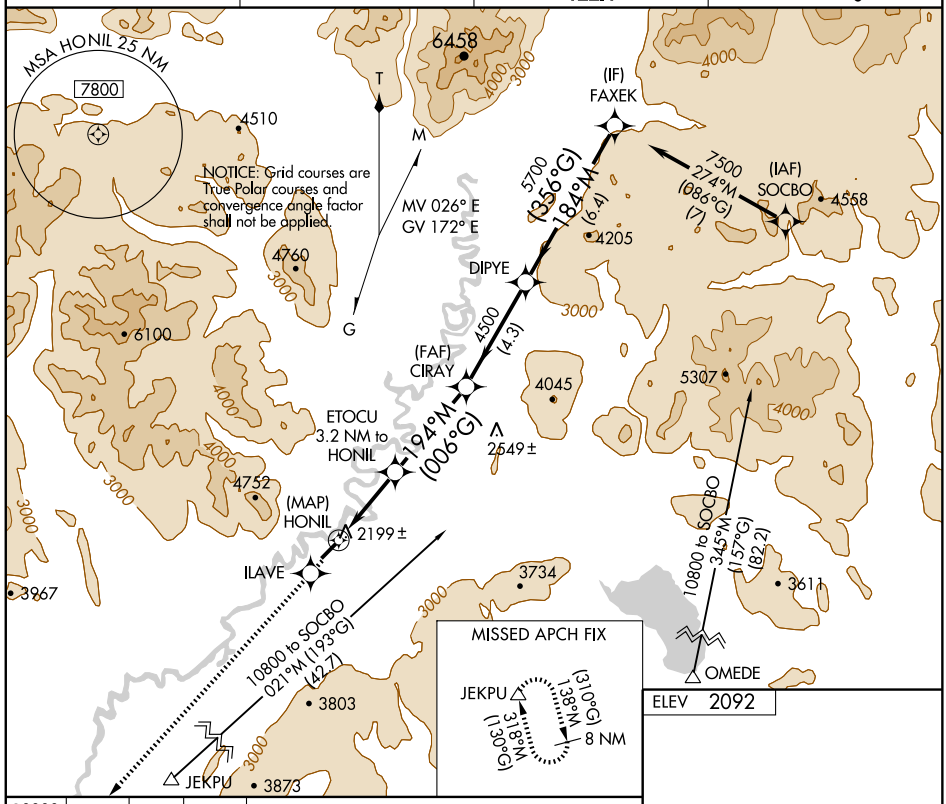
RNAV (GPS) RWY 20

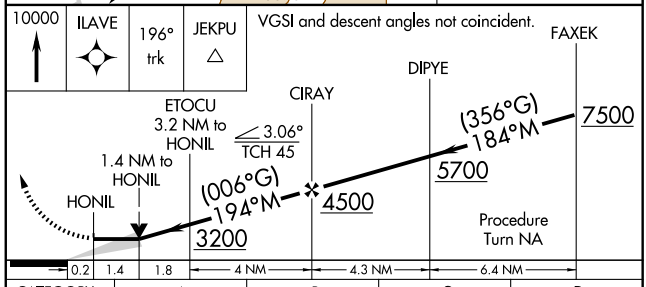
ARCTIC VILLAGE (ARC)(PARC)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

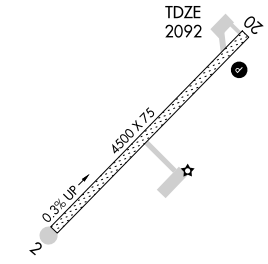
MISSED APPROACH: Climb to 10000 direct ILAVE and via 196° track to JEKPU and hold, continue climb-in-hold to 10000.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.75	135.0 225.4	122.1	122.9 L





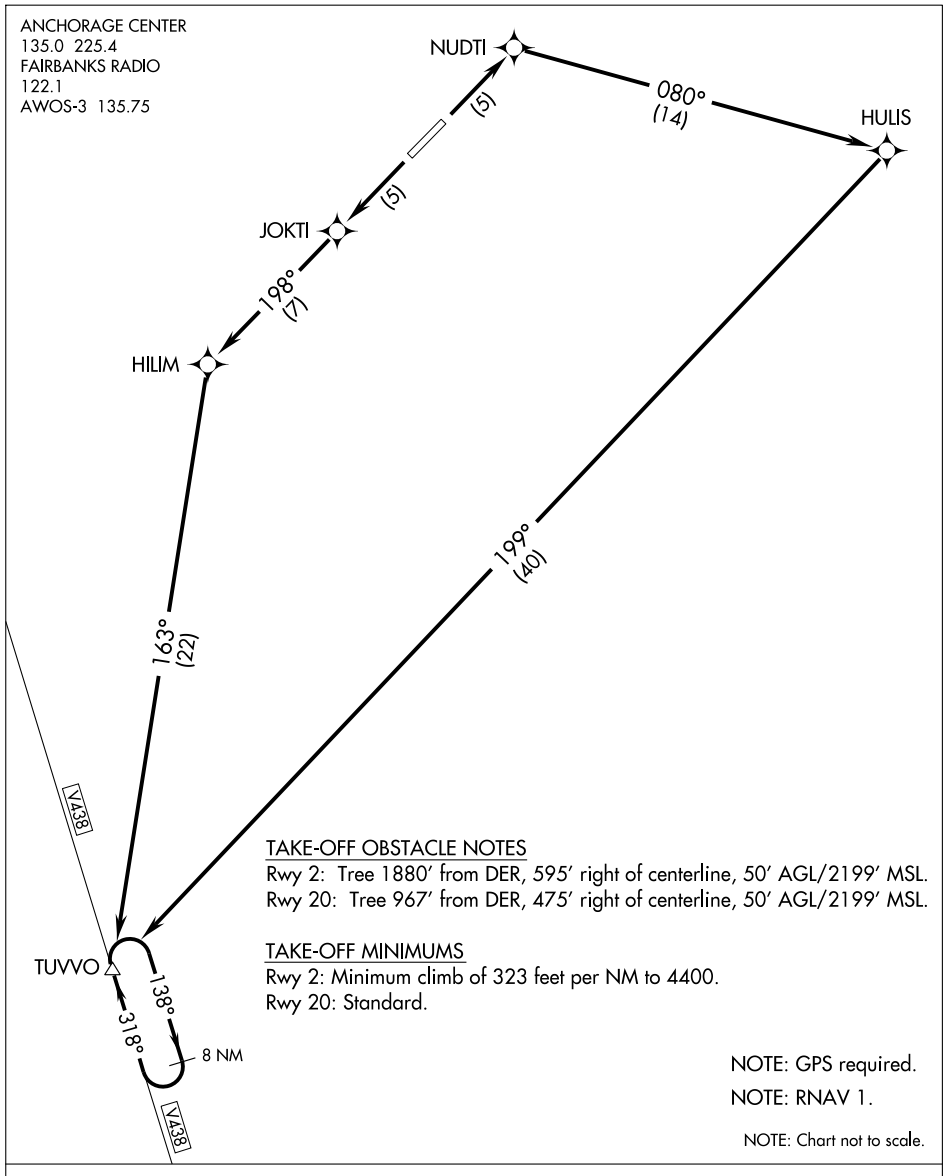
CATEGORY	A	B	C	D
LNAV MDA	2600-1	508 (600-1)	NA	
CIRCLING	2700-1	608 (700-1)	NA	



REIL Rwy 20 L
MIRL Rwy 2-20

AK, 17 DEC 2009 to 11 FEB 2010

TUVVO ONE DEPARTURE (RNAV) (OBSTACLE)



TAKE-OFF OBSTACLE NOTES

Rwy 2: Tree 1880′ from DER, 595′ right of centerline, 50′ AGL/2199′ MSL.
Rwy 20: Tree 967′ from DER, 475′ right of centerline, 50′ AGL/2199′ MSL.

TAKE-OFF MINIMUMS

Rwy 2: Minimum climb of 323 feet per NM to 4400.
Rwy 20: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

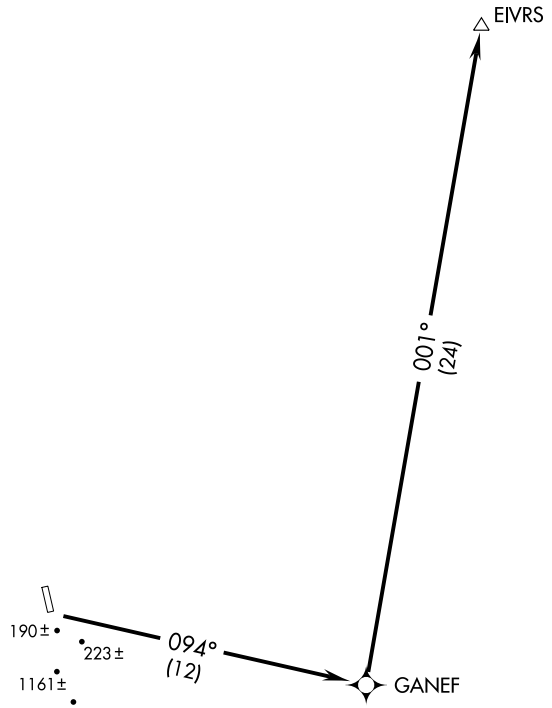
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb to 10000 direct NUDTI, and via 080° track to HULIS, and right turn via 199° track to TUVVO, thence. . . .

TAKE-OFF RUNWAY 20: Climb to 10000 direct JOKTI, then via depicted route to TUVVO, thence. . . .

. . . . climb in holding (if required) at TUVVO before proceeding via assigned route and altitude.

ANCHORAGE CENTER
121.4
COLD BAY RADIO
123.6



NOTE:
1. GPS required.
2. RNAV 1.

TAKE-OFF MINIMUMS
Rwy 15: 500-2.

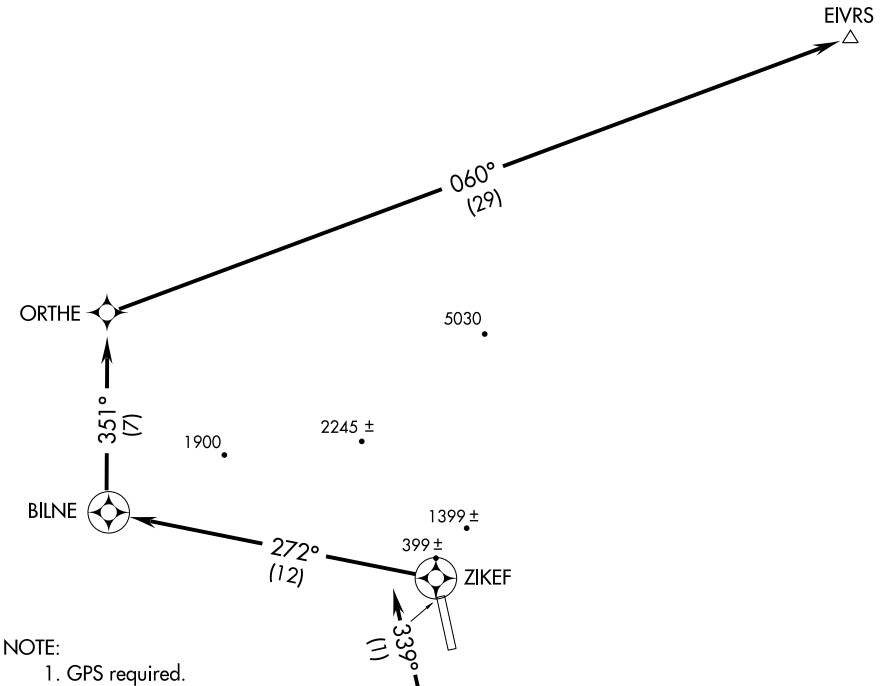
NOTE: Procedure not authorized at night.

DEPARTURE ROUTE DESCRIPTION

Immediate climbing left turn to intercept 094° course to GANEF WP, then 001° course to EIVRS WP, climbing to 9000 or as assigned.

EIVRS ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
121.4
COLD BAY RADIO
123.6



NOTE:
1. GPS required.
2. RNAV 1.

TAKE-OFF MINIMUMS
Rwy 33: 600-2.

NOTE: Procedure not authorized at night.

DEPARTURE ROUTE DESCRIPTION

Climb to 9000 or assigned altitude via course 339° to ZIKEF WP, then 272° to BILNE WP, then 351° to ORTHE WP, and 060° to EIVRS WP, then on course.

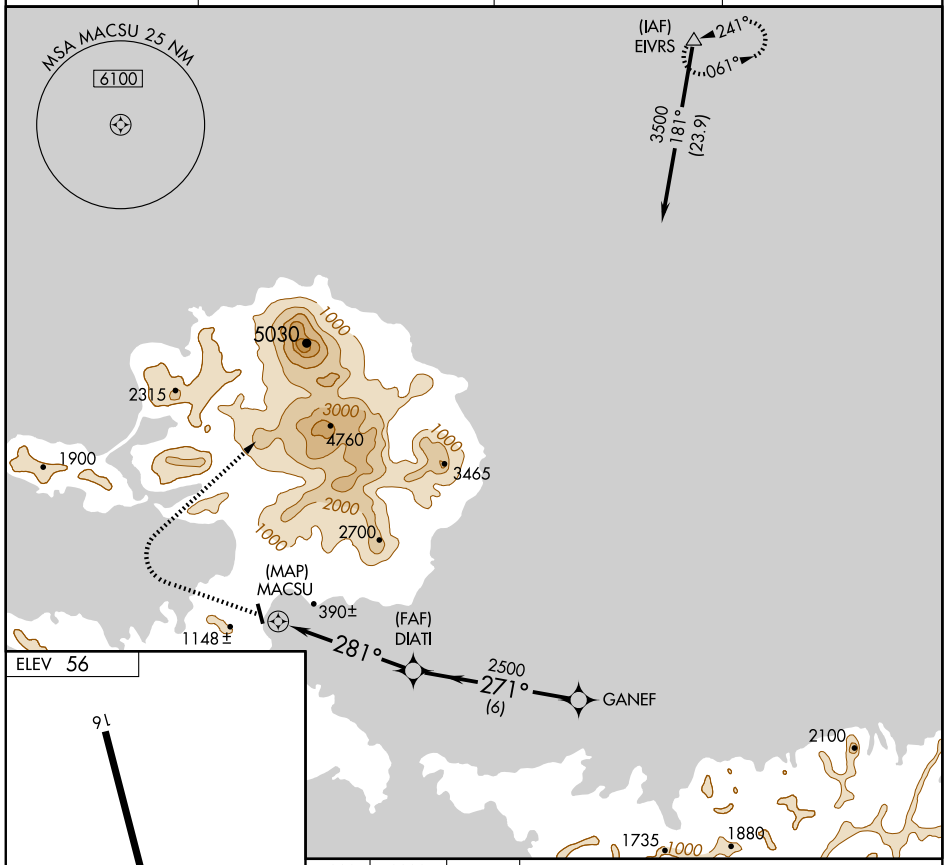
APP CRS	Rwy Idg	N/A
281°	TDZE	N/A
	Apt Elev	56

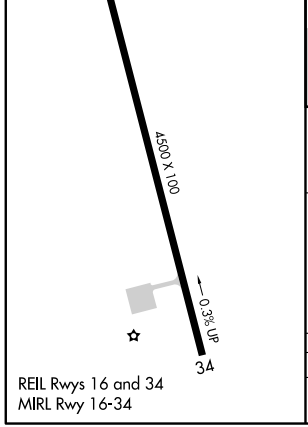
GPS-A
ATKA (AKA)(PAAK)

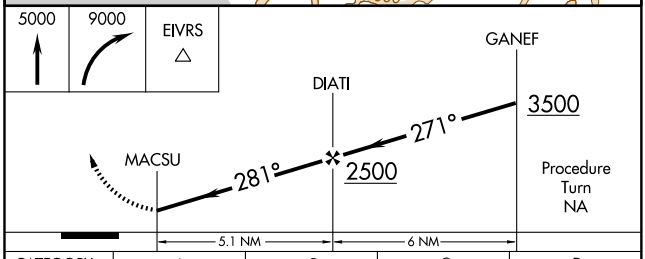
Circling NA west of Rwy 16-34.
Procedure NA at night.

MISSED APPROACH: Climb to 5000 then climbing right turn to 9000 direct EIVRS and hold.

AWOS-3	ANCHORAGE CENTER	GCO	CTAF
135.55	121.4	122.15	122.9







CATEGORY	A	B	C	D
CIRCLING	1260-1¼ 1204 (1300-1¼)	1260-1½ 1204 (1300-1½)	1260-3 1204 (1300-3)	NA

AK, 17 DEC 2009 to 11 FEB 2010

NDB ATK 350	APP CRS 056° M (233° G)	Rwy Idg 4370 TDZE 96 Apt Elev 96

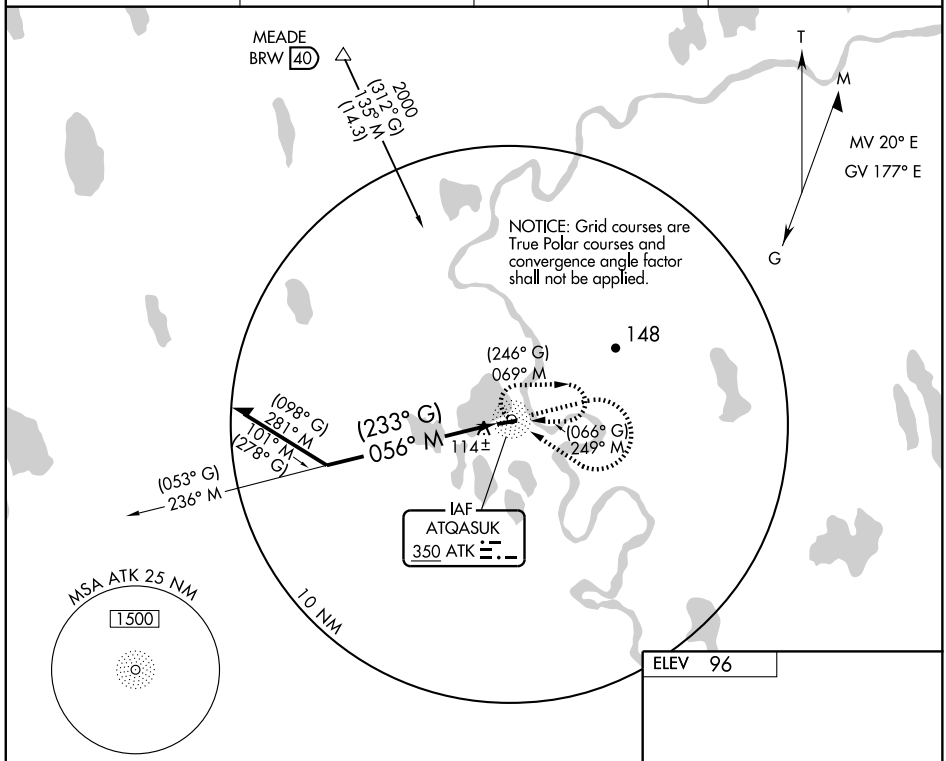
NDB RWY 6

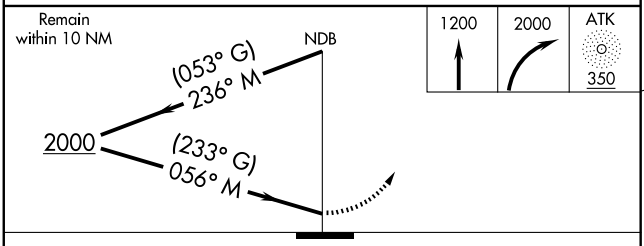
ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

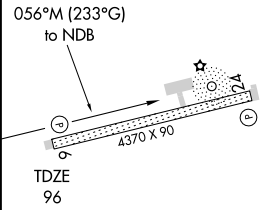
If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct ATK NDB and hold, continue climb-in-hold to 2000.

ASOS	ANCHORAGE CENTER	BARROW RADIO	CTAF
119.925	135.3 239.25	122.2	122.9 L







CATEGORY	A	B	C	D
S-6	520-1 424 (500-1)		520-1¼ 424 (500-1¼)	NA
CIRCLING	520-1 424 (500-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

AK, 17 DEC 2009 to 11 FEB 2010

NDB ATK 350	APP CRS 249° M (066° G)	Rwy Idg 4370 TDZE 96 Apt Elev 96

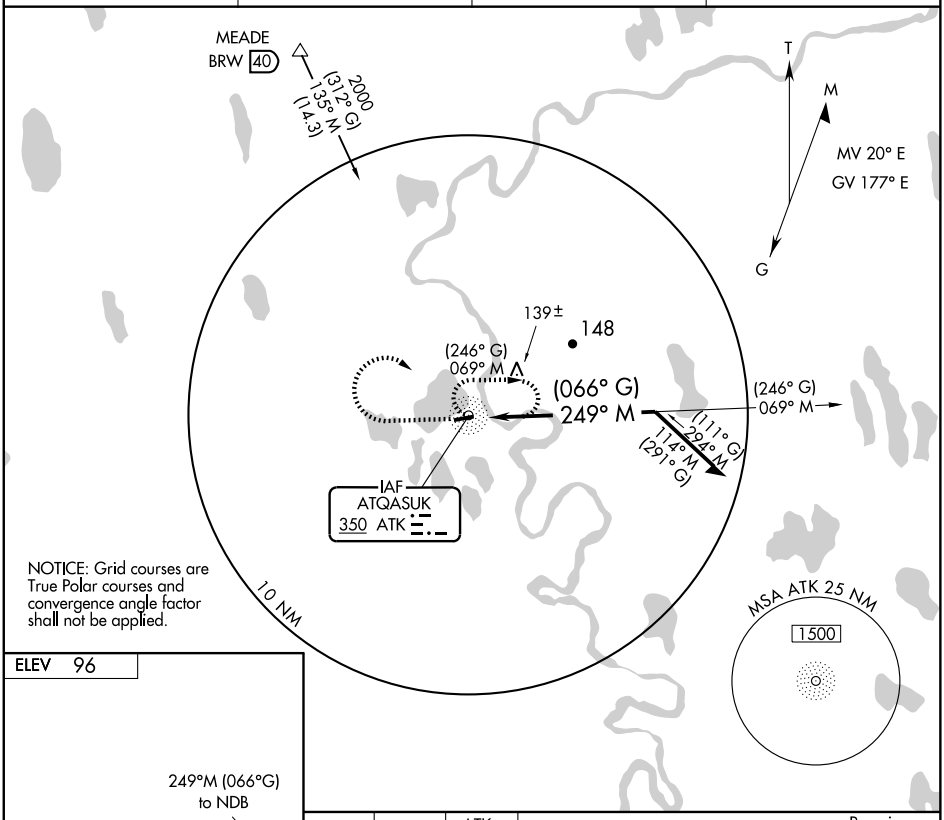
NDB RWY 24

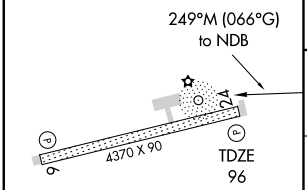
ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

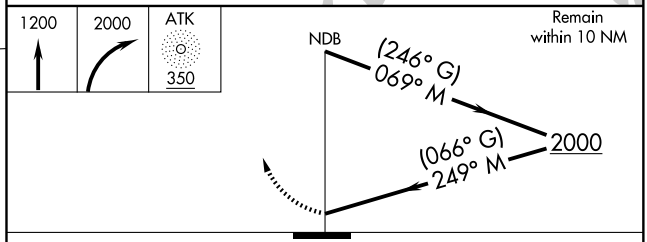
If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 1200 then right climbing right turn to 2000 direct ATK NDB and hold, continue climb-in-hold to 2000.

ASOS	ANCHORAGE CENTER	BARROW RADIO	CTAF
119.925	135.3 239.25	122.2	122.9 L







CATEGORY	A	B	C	D
S-24	540-1 444 (500-1)		540-1¼ 444 (500-1¼)	NA
CIRCLING	540-1 444 (500-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4370
061° M	TDZE	96
(238° G)	Apt Elev	96

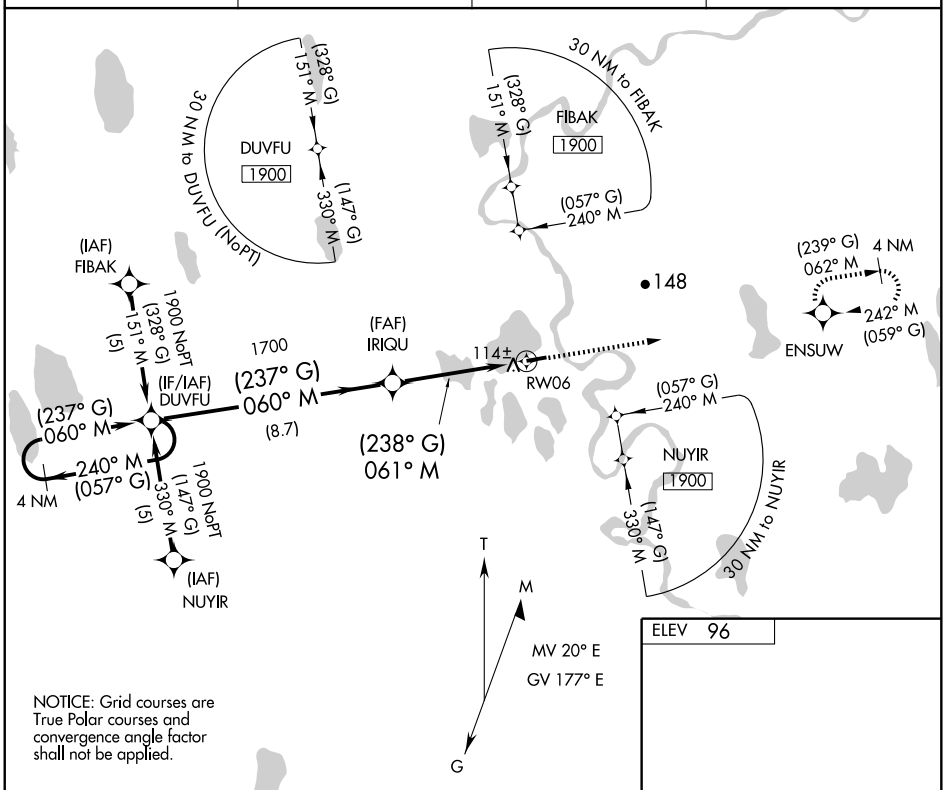
RNAV (GPS) RWY 6

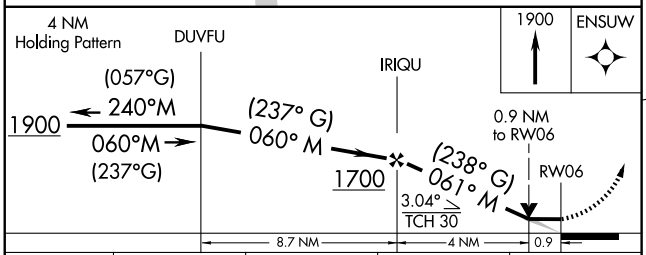
ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

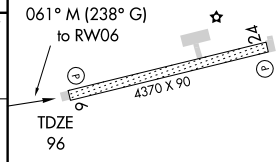
A DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.
VDP NA when using Barrow altimeter setting.

MISSED APPROACH: Climb to 1900 direct ENSUW and hold.

ASOS	ANCHORAGE CENTER	BARROW RADIO	CTAF
119.925	135.3 239.25	122.2	122.9 L







ELEV 96

CATEGORY	A	B	C	D
LNAV MDA	420-1 324 (400-1)			NA
CIRCLING	480-1 384 (400-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4370
241° M	TDZE	96
(058° G)	Apt Elev	96

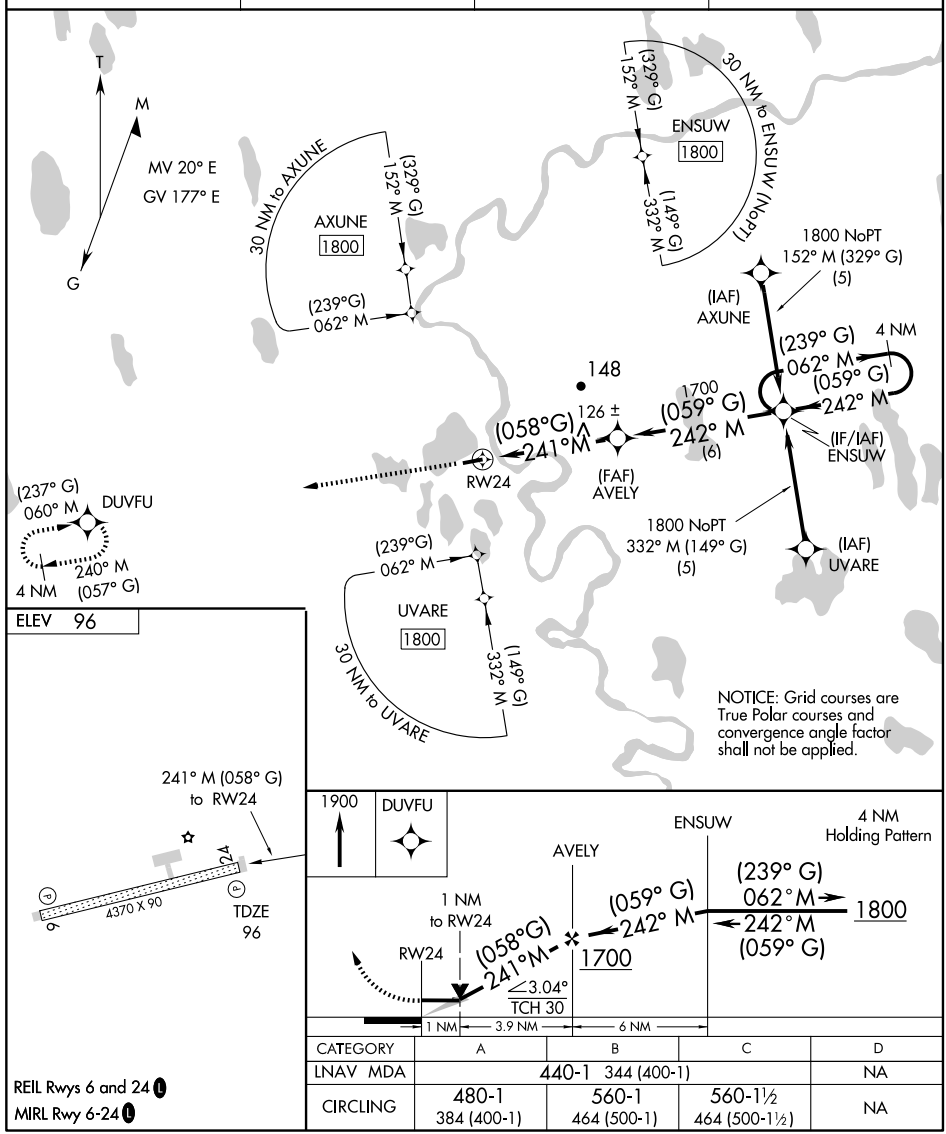
RNAV (GPS) RWY 24

ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.
VDP NA when using Barrow altimeter setting

MISSED APPROACH: Climb to 1900 direct DUVFU and hold.

ASOS	ANCHORAGE CENTER	BARROW RADIO	CTAF
119.925	135.3 239.25	122.2	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	440-1 344 (400-1)			NA
CIRCLING	480-1 384 (400-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	6500
245° M	TDZE	35
(067° G)	Apt Elev	44

GPS RWY 24

BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

NA

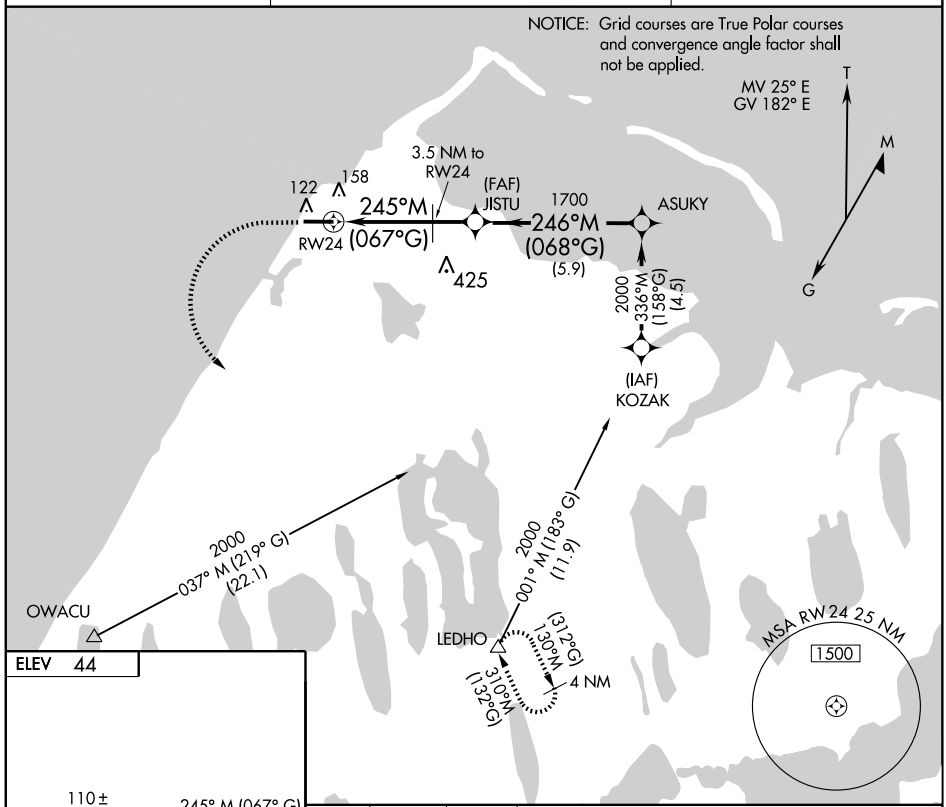
Cat A circling NA north of Rwy 6-24.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct LEDHO and hold.

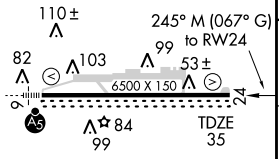
ASOS	ANCHORAGE CENTER	BARROW RADIO
132.15	135.3 239.25	123.6 (CTAF) L

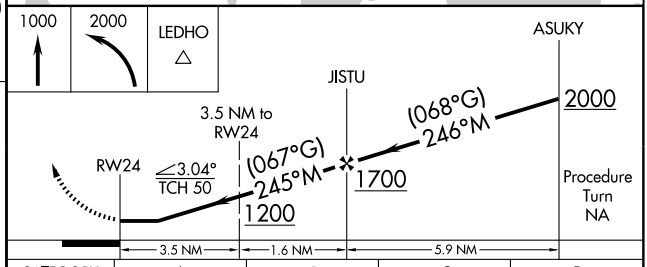
NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

MV 25° E
GV 182° E



ELEV 44





CATEGORY	A	B	C	D
S-24	360-1 325 (400-1)			
CIRCLING	420-1 376 (400-1)	500-1 456 (500-1)	540-1½ 496 (500-1½)	600-2 556 (600-2)

REIL Rwy 24
HIRL Rwy 6-24 L

AK. 17 DEC 2009 to 11 FEB 2010

LOC/DME I-BRW	APP CRS	Rwy Idg 6500
109.1	065° M	TDZE 44
Chan 28	(247° G)	Apt Elev 44

ILS or LOC/DME RWY 6

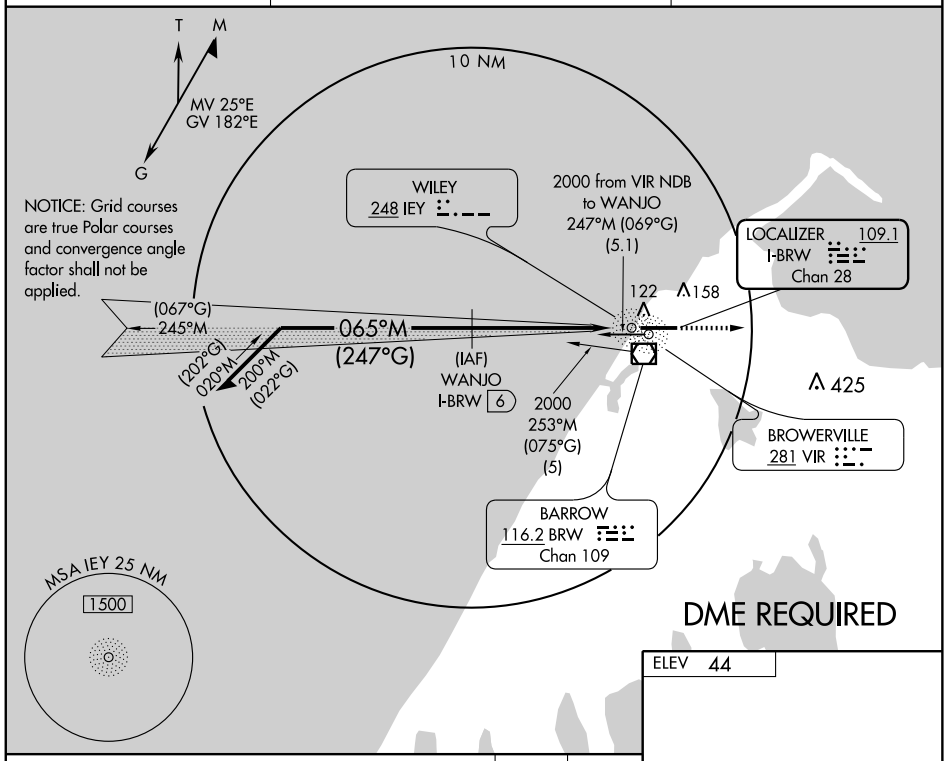
BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

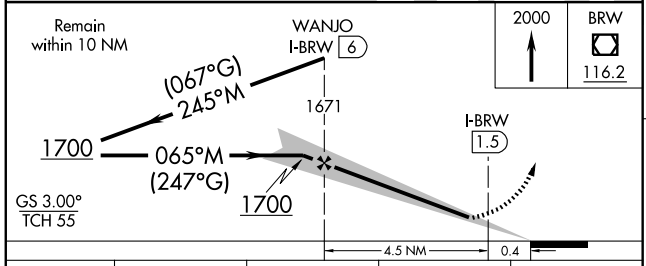
* RVR 1800 authorized with the use of FD or AP or HUD to DA.
Cat A circling NA north of Rwy 6-24

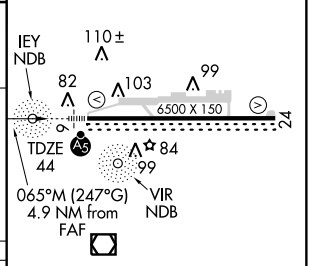
MALSR

MISSED APPROACH: Climb to 2000 then direct BRW VOR/DME.

ASOS	ANCHORAGE CENTER	BARROW RADIO
132.15	135.3 239.25	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 6	*244/24 200 (200-½)			
S-LOC 6	320/24 276 (300-½)			320/40 276 (300-¾)
CIRCLING	420-1 376 (400-1)	500-1 456 (500-1)	500-1½ 456 (500-1½)	600-2 556 (600-2)

REIL Rwy 24
HIRL Rwy 6-24 L

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

AK. 17 DEC 2009 to 11 FEB 2010

LOC/DME I-BRW	APP CRS	Rwy Idg 6500
109.1	245°M	TDZE 35
Chan 28	(067°G)	Apt Elev 44

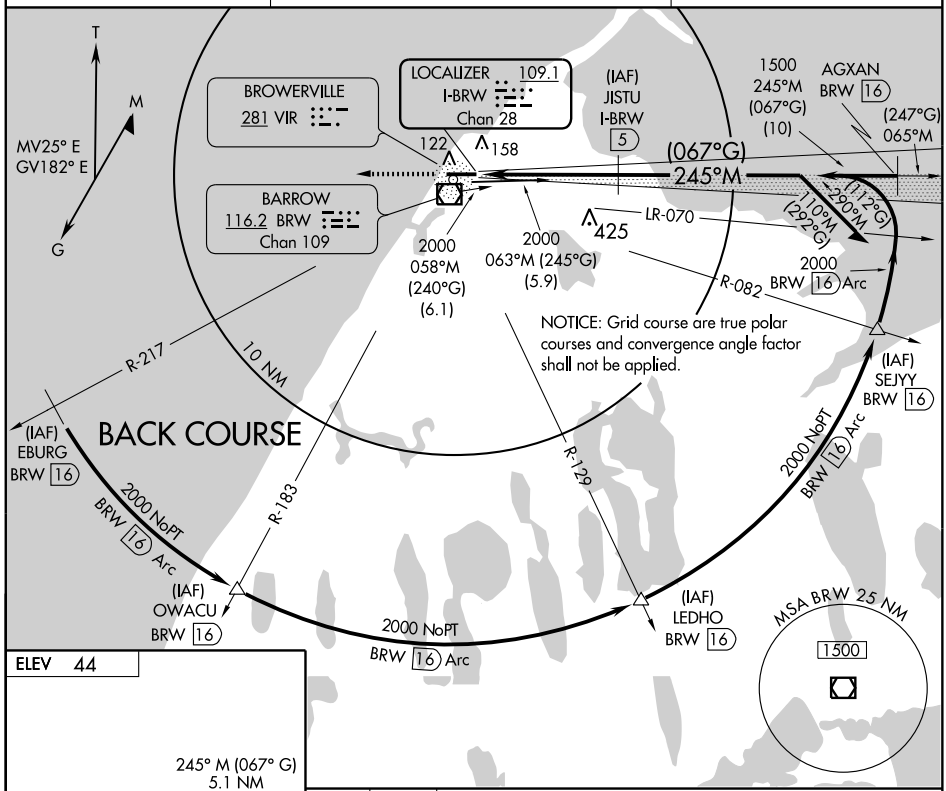
LOC/DME BC RWY 24

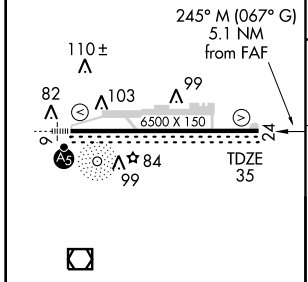
BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

Cat A circling NA north of Rwy 6-24.

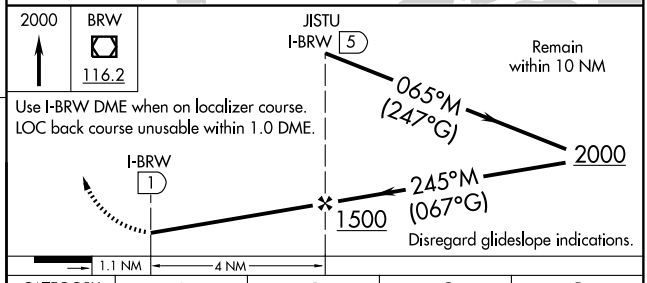
MISSED APPROACH: Climb to 2000 then direct BRW VOR/DME.

ASOS	ANCHORAGE CENTER	BARROW RADIO
132.15	135.3 239.25	123.6 (CTAF) L





REIL Rwy 24
HIRL Rwy 6-24 L



CATEGORY	A	B	C	D
S-24	300-1¼ 265 (300-1¼)			
CIRCLING	420-1¼ 376 (400-1¼)	500-1¼ 456 (500-1¼)	500-1½ 456 (500-1½)	600-2 556 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

NDB IEY 248	APP CRS 065° M (247° G)	Rwy Idg 6500 TDZE 44 Apt Elev 44

NDB RWY 6

BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

DME is colocated with I-BRW localizer.
Inoperative table does not apply to Non-DME S-6 Cat C.

MALSR

MISSED APPROACH: Climb to 2000 then direct VIR NDB.

ASOS	ANCHORAGE CENTER	BARROW RADIO
132.15	135.3 239.25	123.6 (CTAF) L

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

T M G

MV 25° E
GV 182° E

IAF WILEY
248 IEY

2000 from VIR NDB to IEY NDB
267°M (089° G)
(0.5)

LOCALIZER 109.1
I-BRW
Chan 28

I-BRW
3

179±
122
158

245°M
(067°G)

065° M
(247° G)

202°G)
020°M
200°M
022°G)

2000 from BRW VOR/DME to IEY NDB
306°M (128° G)
(0.8)

425

BROWERVILLE
281 VIR

BARROW
116.2 BRW
Chan 109

10 NM

MSA IEY 25 NM
1500

Remain within 10 NM

WILEY NDB

(067° G)
245°M

1500

I-BRW
3

065°M
(247° G)

460

2000

VIR
281

ELEV 44

065° M (247° G) to IEY NDB

110±
82
103
99
6500 X 150
24
84
100±
99
TDZE 44
VIR NDB

CATEGORY	A	B	C	D
S-6	460/40 416 (500-¾)		460/60 416 (500-1¼)	
CIRCLING	460-1 416 (500-1)	500-1 456 (500-1)	500-1½ 456 (500-1½)	600-2 556 (600-2)
DME MINIMA				
S-6	400/40 356 (400-¾)			400/60 356 (400-1¼)

REIL Rwy 24
HIRL Rwy 6-24 L

AK. 17 DEC 2009 to 11 FEB 2010

NDB IEY 248	APP CRS 245° M (067° G)	Rwy Idg 6500 TDZE 35 Apt Elev 44

NDB RWY 24

BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

⚠ DME is colocated with I-BRW localizer.

MISSED APPROACH: Climb to 2000 then left turn direct VIR NDB.

ASOS	ANCHORAGE CENTER	BARROW RADIO
132.15	135.3 239.25	123.6 (CTAF) L

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

T M G

MV 25° E
GV 182° E

2000 from VIR NDB to IEY NDB 266°M (088°G) (0.5)

IAF WILEY 248 IEY

LOCALIZER 109.1 I-BRW Chan 28

158 179± 122

I-BRW 2

245°M (067°G) 425

(247°G) 065°M

110°M (292°G) (112°G) 290°M

2000 from BRW VOR/DME to IEY NDB 306°M (128°G) (0.8)

BROWERVILLE 281 VIR

BARROW 116.2 BRW Chan 109

MSA IEY 25 NM 1500

10 NM

ELEV 44

110±
82 103 99 TDZE 35
6500 X 150
9 24
84 99
IEY NDB
VIR NDB
245°M (067°G) to IEY NDB

REIL Rwy 24
HIRL Rwy 6-24 L

2000 VIR 281

WILEY NDB (247°G) 065°M 1500

I-BRW 2 245°M (067°G) 780

Remain Within 10 NM

CATEGORY	A	B	C	D
S-24	780-1 745 (800-1)	780-1¼ 745 (800-1¼)	780-2¼ 745 (800-2¼)	780-2½ 745 (800-2½)
CIRCLING	780-1 736 (800-1)	780-1¼ 736 (800-1¼)	780-2¼ 736 (800-2¼)	780-2½ 736 (800-2½)
DME MINIMUMS				
S-24	480-1 445 (500-1)		480-1¼ 445 (500-1¼)	480-1½ 445 (500-1½)
CIRCLING	480-1 436 (500-1)	500-1 456 (500-1)	500-1½ 456 (500-1½)	600-2 556 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

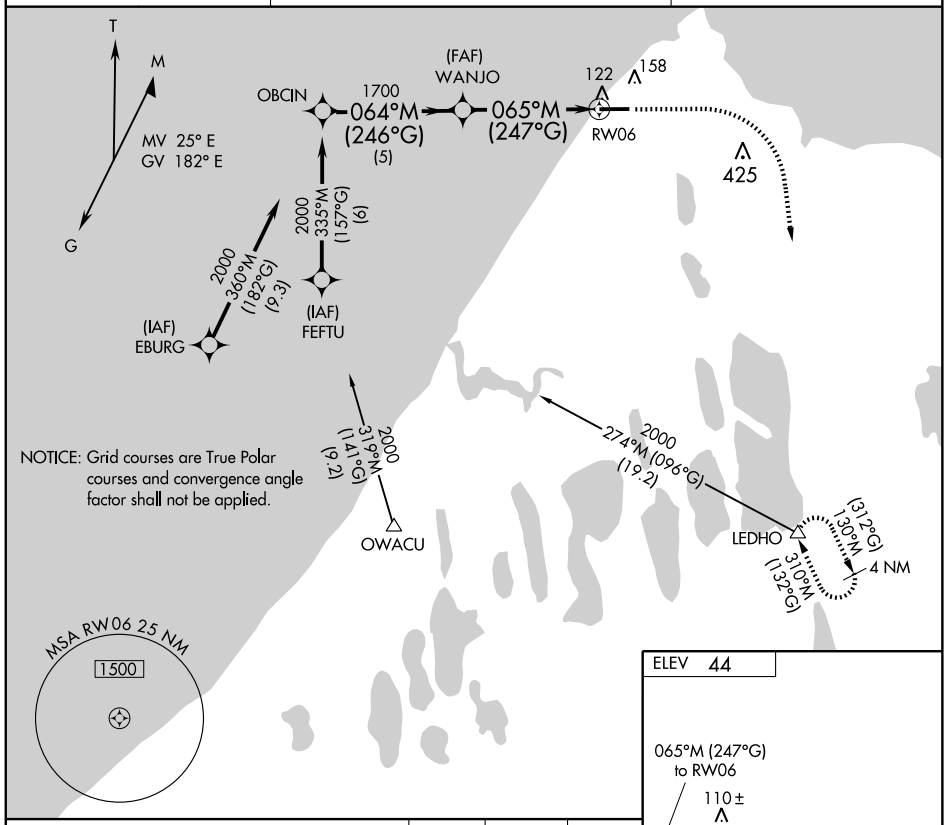
APP CRS	Rwy Idg	6500
065°M (247°G)	TDZE	44
	Apt Elev	44

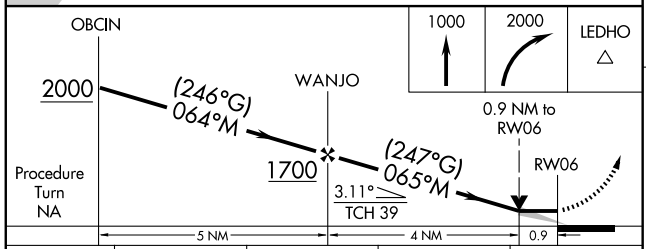
RNAV (GPS) RWY 6

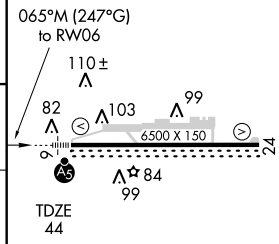
BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

NA	MALSR	MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct LEDHO and hold.
Cat A circling NA north of Rwy 6-24. DME/DME RNP- 0.3 NA.		

ASOS	ANCHORAGE CENTER	BARROW RADIO
132.15	135.3 239.25	123.6 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	380/40 336 (400-¾)			380/50 336 (400-1)
CIRCLING	420-1 376 (400-1)	500-1 456 (500-1)	500-1½ 456 (500-1½)	600-2 556 (600-2)

REIL Rwy 24
HIRL Rwy 6-24 L

AK, 17 DEC 2009 to 11 FEB 2010

VOR/DME BRW	APP CRS	Rwy Idg	6500
116.2	220° M	TDZE	35
Chan 109	(042° G)	Apt Elev	44

VOR/DME RWY 24

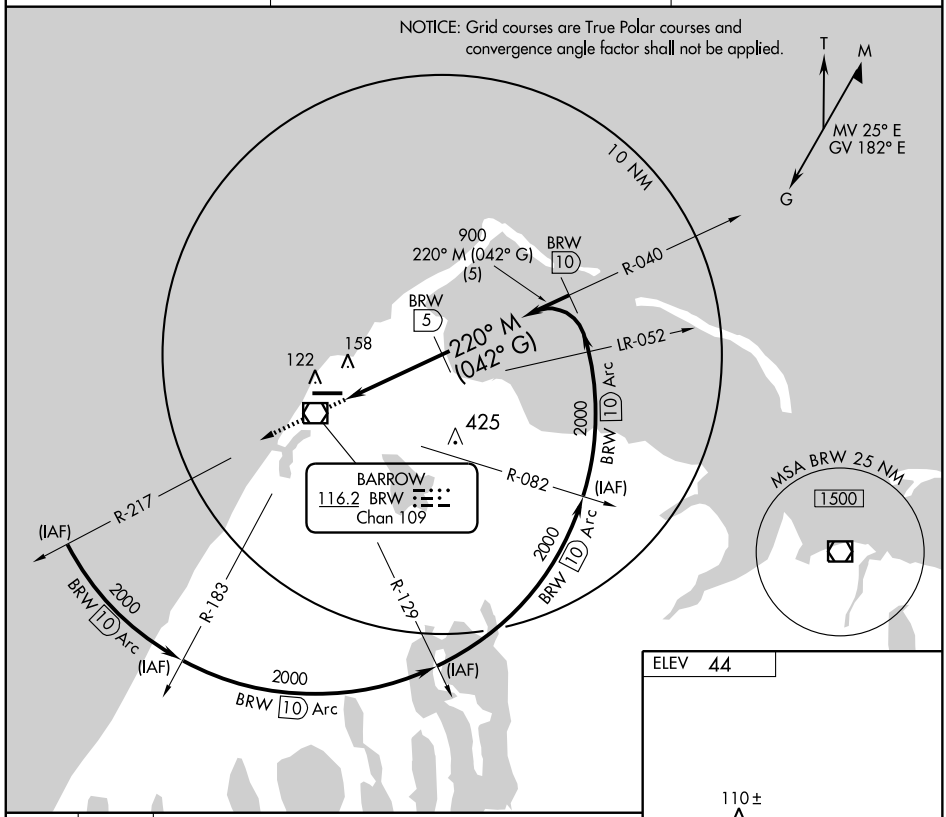
BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

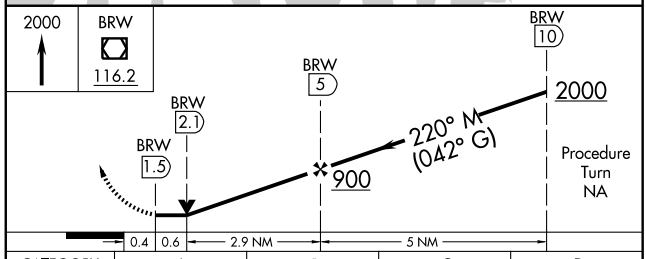
Cat A circling NA north of Rwy 6-24.

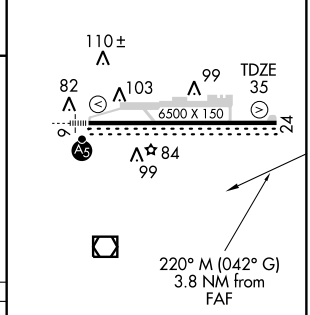
MISSED APPROACH: Climb to 2000 then direct BRW VOR/DME.

ASOS	ANCHORAGE CENTER	BARROW RADIO
132.15	135.3 239.25	123.6 (CTAF) L

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.







CATEGORY	A	B	C	D
S-24	420-1 385 (400-1)			420-1¼ 385 (400-1¼)
CIRCLING	420-1 376 (400-1)	500-1 456 (500-1)	500-1½ 456 (500-1½)	600-2 556 (600-2)

REIL Rwy 24
HIRL Rwy 6-24 L

AK, 17 DEC 2009 to 11 FEB 2010

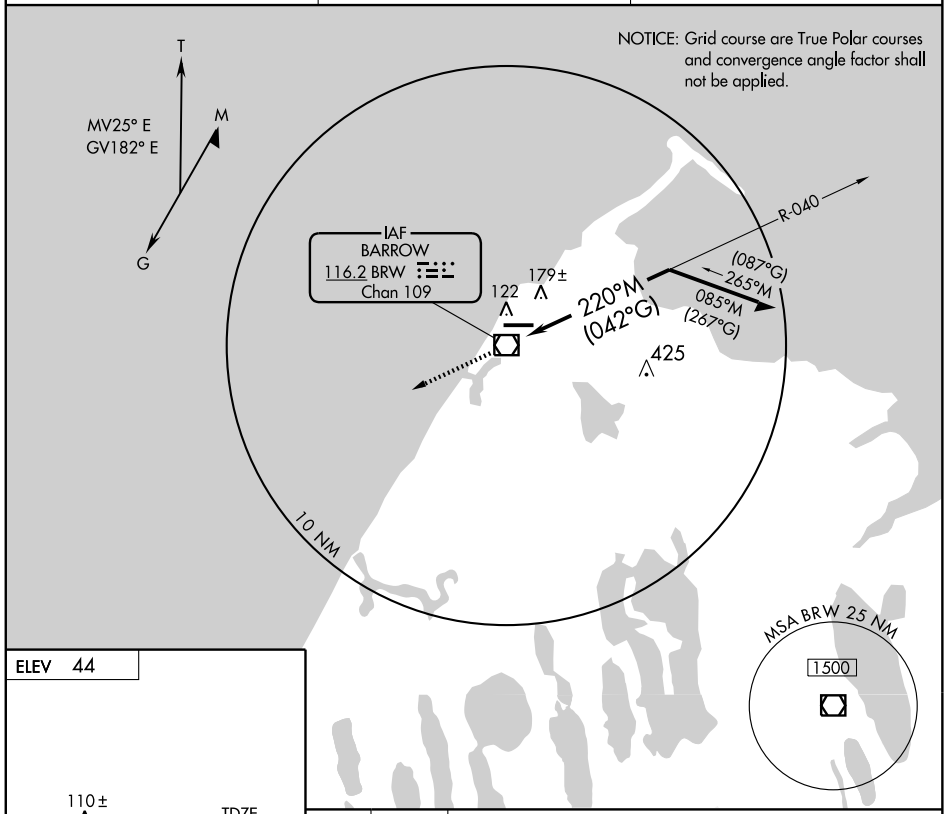
VOR/DME BRW	APP CRS	Rwy Idg 6500
116.2	220°M	TDZE 35
Chan 109	(042°G)	Apt Elev 44

VOR RWY 24

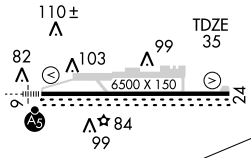
BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

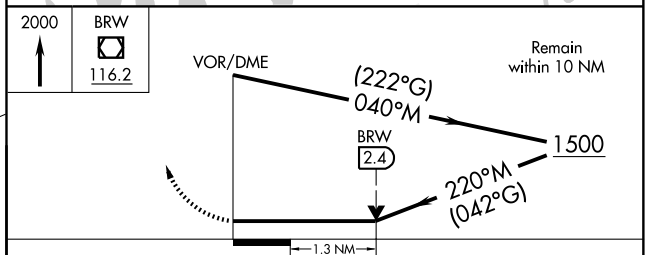
MISSED APPROACH: Climb to 2000 then direct BRW VOR/DME.

ASOS	ANCHORAGE CENTER	BARROW RADIO
132.15	135.3 239.25	123.6 (CTAF) L



ELEV 44





CATEGORY	A	B	C	D
S-24	480-1 445 (500-1)		480-1¼ 445 (500-1¼)	480-1½ 445 (500-1½)
CIRCLING	480-1 436 (500-1)	500-1 456 (500-1)	500-1½ 456 (500-1½)	600-2 556 (600-2)

REIL Rwy 24
HIRL Rwy 6-24 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4820
066° M (237° G)	TDZE	2
	Apt Elev	2

RNAV (GPS) RWY 7

BARTER ISLAND LRRS (BTI)(PABA)

DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct NEGIE and hold.

ANCHORAGE CENTER	DEADHORSE RADIO	BARTER ISLAND RADIO	
120.6	122.0	126.2 (CTAF)	122.8 L

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

T M MV 27°E GV 171°E G

(IAF) FOLEL
(326°G) 155°M 30 NM to FOLEL
2000
FOLEL
(056°G) 245°M
2000 NoPT 155°M (326°G) (5)
(IF/IAF) ROCES
(236°G) 065°M 4 NM
245°M (056°G)
1600 (236°G) 065°M (6.2)
(FAF) NAKEK
(237°G) 066°M
(MAP) EVUCI
207
(237°G) 066°M 4 NM
246°M (057°G)
NEGIE
2000 NoPT 335°M (146°G) (5)
(IAF) UCUBA
(056°G) 245°M
2000
UCUBA
13 NM to UCUBA
30 NM to UCUBA
(146°G) 335°M
4600
30 NM to ROCES (NoPT)
155°M (326°G)
2000
ROCES
(214°G) 043°M 18 NM (NoPT)
6700
30 NM to ROCES
335°M (146°G)
357

ELEV 2

2000 NEGIE

4 NM Holding Pattern
ROCES
(056°G) 245°M
2000
065°M (236°G)
NAKEK
(236°G) 065°
1600
(237°G) 066°M
3.04°
TCH 38
1 NM to EVUCI
EVUCI
6.2 NM 3.3 NM 1.0 0.5

TDZE 2
7 25 46
4820 X 100

CATEGORY	A	B	C	D
LNAV MDA	520-1	518 (600-1)	520-1½ 518 (600-1½)	520-1¾ 518 (600-1¾)
CIRCLING	560-1	558 (600-1)	560-1½ 558 (600-1½)	560-2 558 (600-2)

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4820
246° M (057° G)	TDZE	1
	Apt Elev	2

RNAV (GPS) RWY 25

BARTER ISLAND LRRS (BTI)(PABA)

DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct ROCES and hold.

ANCHORAGE CENTER	DEADHORSE RADIO	BARTER ISLAND RADIO	
120.6	122.0	126.2 (CTAF)	122.8 L

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

T M

MV 27°E
GV 171°E

30 NM to HETPU
156°M (327°G)
2000
HETPU
066°M (237°G)

(IAF)
HETPU
2000 NoPT
156° M (327°G) (5)

(236°G)
065°M
ROCES
4 NM
245°M (056°G)

(MAP)
GOCEC
50±
(FAF)
LEGND
207
1600
246°M (057°G)
(6.1)
066°M (237°G)
4 NM
246°M (057°G)

(IF/IAF)
NEGIE
2000 NoPT
336°M (147°G) (5)
(IAF)
AYVEY

(237°G)
066°M
2100
17 NM to AYVEY
AYVEY
30 NM to AYVEY
5300
336°M (147°G)

(327°G)
156°M
20 NM to NEGIE (NoPT)
30 NM to NEGIE
2000
NEGIE
(147°G)
336°M
3100

357

ELEV 2

7 46 25
4820 X 100
TDZE 1

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

2000 ROCES

4 NM Holding Pattern

NEGIE
(237°G)
066°M
246°M (057°G)
2000

LEGND
(057°G)
246°M
0.5 NM to RW25
GOCEC
1600
3.04°
TCH 30

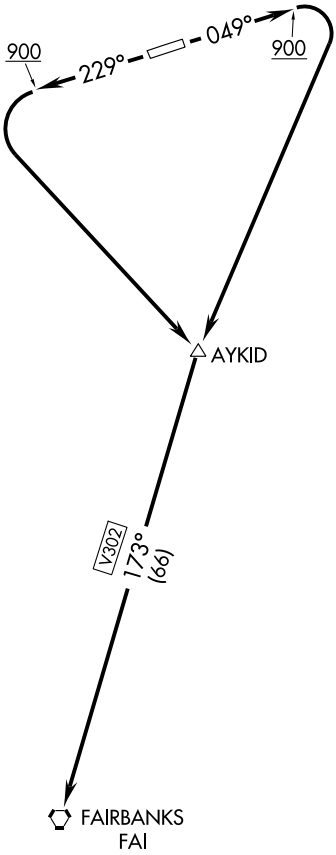
0.5 0.5 3.9 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	360-1 359 (400-1)			360-1¼ 359 (400-1¼)
CIRCLING	560-1 558 (600-1)		560-1½ 558 (600-1½)	560-2 558 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

FAIRBANKS ONE DEPARTURE (RNAV)

FORT YUKON AWOS-3
125.8
FAIRBANKS RADIO
122.1
CTAF
122.9



NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF MINIMUMS

Rwy 5, 23: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 5: Multiple trees beginning 229′ from DER, 262′ right of centerline, up to 60′ AGL/419′ MSL.
Multiple trees beginning 1263′ from DER, 373′ right of centerline, up to 60′ AGL/419′ MSL.
Vehicle on road 392′ from DER, 9′ right of centerline, 10′ AGL/369′ MSL.

Rwy 23: Multiple trees beginning 1259′ from DER, 374′ right of centerline, up to 60′ AGL/419′ MSL.
Multiple trees beginning 1277′ from DER, 366′ left of centerline, up to 60′ AGL/419′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 049° to 900′, then right turn direct AYKID, then via depicted route, Thence ....

TAKE-OFF RUNWAY 23: Climb heading 229° to 900′, then left turn direct AYKID, then via depicted route, Thence ....

.... maintain 7000 or as assigned by ATC.

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3954
048°	TDZE	359
	Apt Elev	359

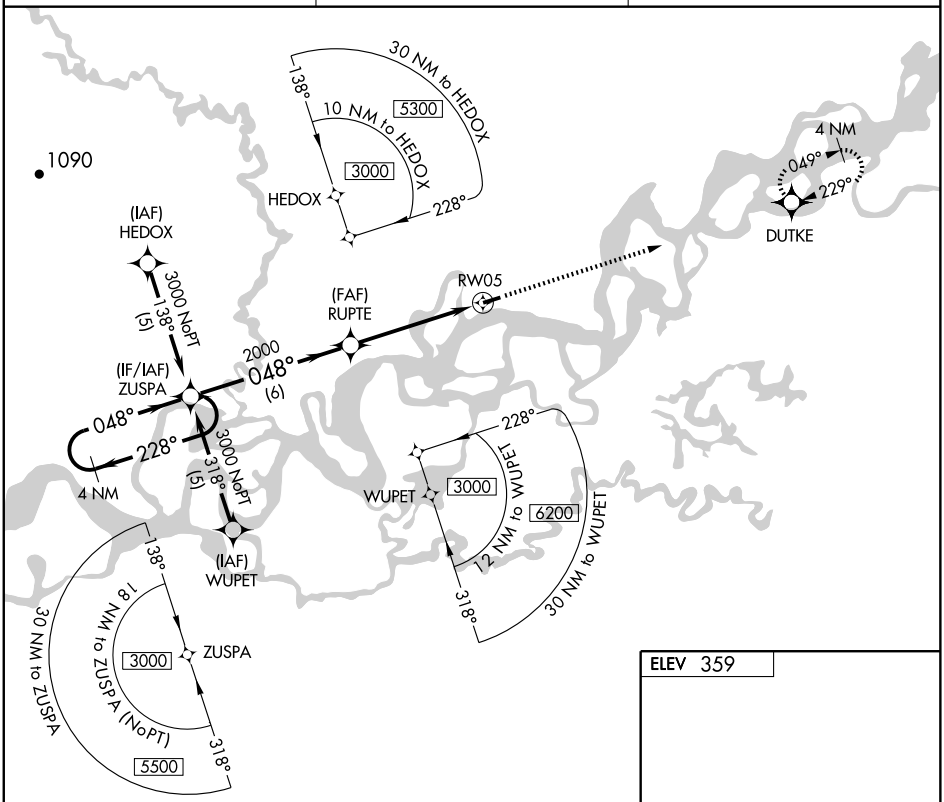
RNAV (GPS) RWY 5

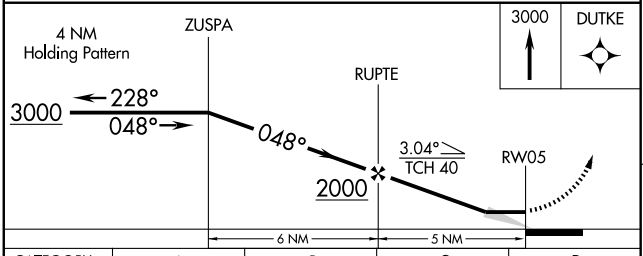
BEAVER (WBQ)(PAWB)

▼ ▲ NA — DME/DME RNP-0.3 NA. Use Fort Yukon altimeter setting.

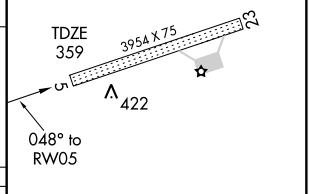
MISSED APPROACH: Climb to 3000 direct DUTKE and hold.

FORT YUKON AWOS-3	FAIRBANKS RADIO	CTAF
125.8	122.1	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	880-1 521 (600-1)		880-1½ 521 (600-1½)	NA
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	NA



MIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

BEAVER, ALASKA

AL-10233 (FAA)

APP CRS	Rwy Idg	3954
229°	TDZE	359
	Apt Elev	359

RNAV (GPS) RWY 23

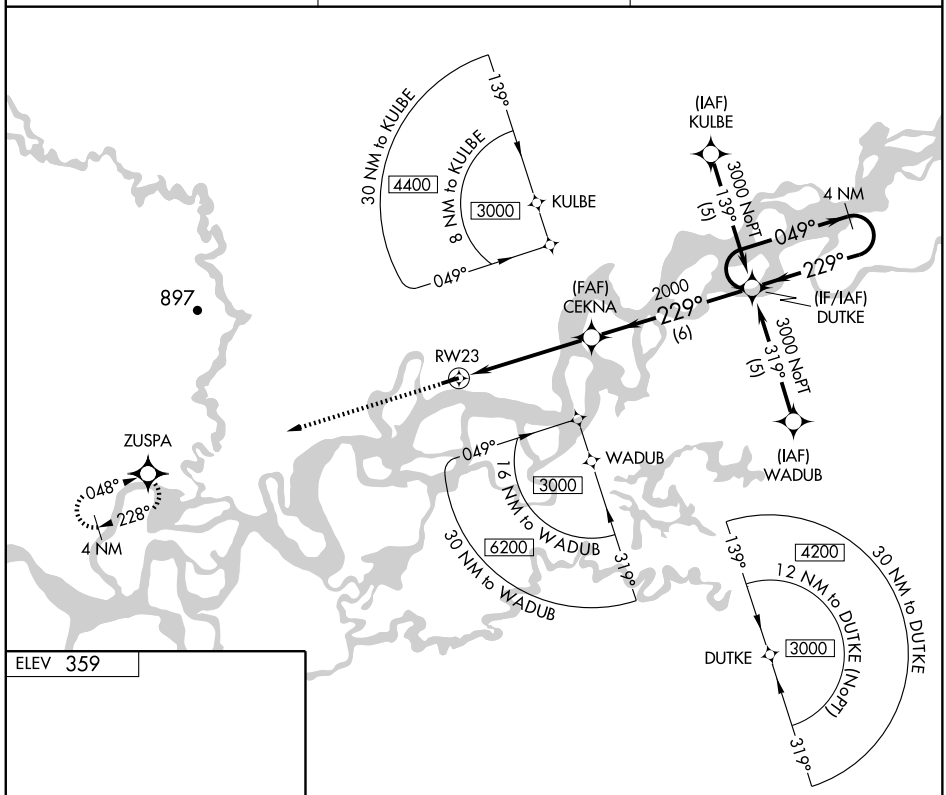
BEAVER (WBQ)(PAWB)

NA

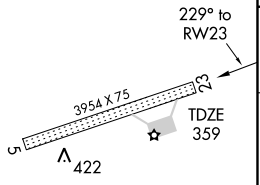
DME/DME RNP-0.3 NA.
Use Fort Yukon altimeter setting.

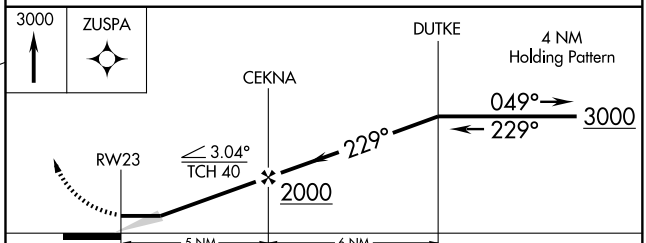
MISSED APPROACH: Climb to 3000 direct ZUSPA and hold.

FORT YUKON AOS-3	FAIRBANKS RADIO	CTAF
125.8	122.1	122.9 L



ELEV 359





CATEGORY	A	B	C	D
LNAV MDA	860-1 501 (600-1)		860-1½ 501 (600-1½)	NA
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	NA

MIRL Rwy 5-23 L

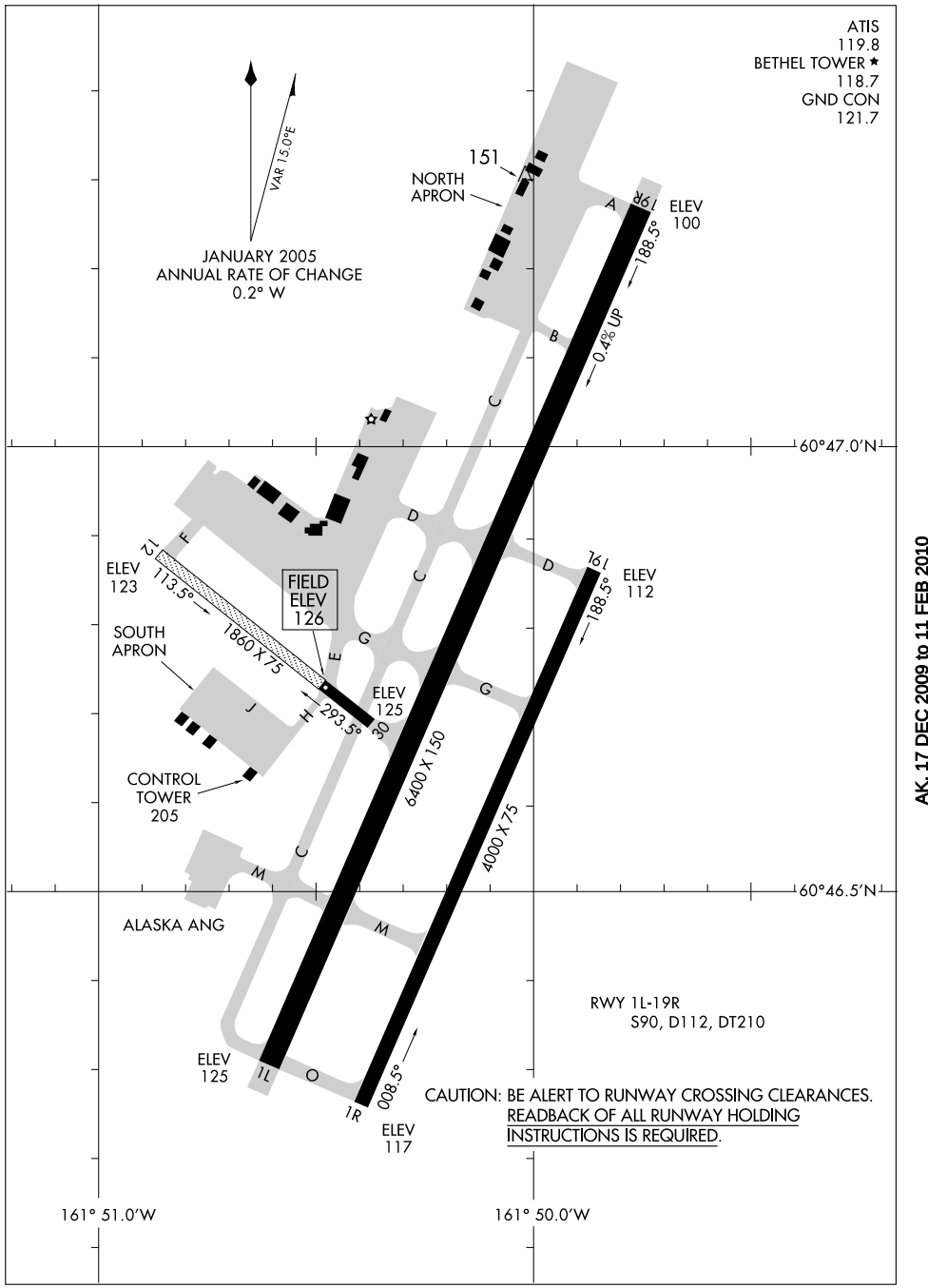
AK, 17 DEC 2009 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-5001 (FAA)

BETHEL (BET) (PABE)
BETHEL, ALASKA



AK, 17 DEC 2009 to 11 FEB 2010

BETHEL, ALASKA

LOC/DME I-BET	APP CRS	Rwy Idg	6400
111.5	189°	TDZE	118
Chan 52		Apt Elev	126

ILS or LOC/DME RWY 19R

AL-5001 (FAA)

BETHEL (BET)(PABE)

T Circling to Rwy 12-30 and 1R-19L NA at night.
For inoperative MALSR, increase S-LOC 19R Cat D visibility to RVR 5000.
Circling NA west of Rwy 1L-19R.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR (A6)

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via BET VORTAC R-277 to ROLLR/BET VORTAC 12 DME and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER *	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7

ALTERNATE MISSED APCH FIX
039°
219°
OSCARVILLE
251 OSE

DME REQUIRED

10 NM
1800 NoPT
BET 12 Arc
144°
324°
009°
(IF)
CATUB
I-BET 13.2
LR-358
LR-019
1800
189°
(6.8)
1800 NoPT
BET 12 Arc
(IAF)
ROLLR
BET 12
097°
277°
R-277
OSCARVILLE
251 OSE
(IAF)
KUSKM
I-BET 6.4
4800
022° (5.6)
1800 to KUSKM
007° (5.2)
R-067
(IAF)
WEEKE
BET 12
296
ZOBOP
I-BET 1.9
159
380
LOCALIZER 111.5
I-BET
Chan 52
BETHEL
114.1 BET
Chan 88
MSA BET 25 NM
1400
270°
2200
360°

ELEV 126
189° 5.1 NM
from FAF
151
19R
118
TDZE
118
166
185±
0.4% UP
19L
1860 X 75
6400 X 150
30
205
4000 X 75
1L
1R
REIL Rwy 1L L
MIRL Rwy 12-30 L
HIRL Rwy 1L-19R L

700
2000
BET
R-277
ROLLR
VGSI and ILS glidepath not coincident.
Use I-BET DME when on localizer course.
ZOBOP
I-BET 1.9
KUSKM
I-BET 6.4
Remain within 10 NM
009°
1800
189°
1800
1800
GS 3.00°
TCH 52
0.6
4.5 NM

CATEGORY	A	B	C	D
S-ILS 19R	*318/24 200 (200-½)			
S-LOC 19R	380/24 262 (300-½)			380/40 262 (300-¾)
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

LOC/DME I-BET	APP CRS	Rwy Idg	6400
111.5	009°	TDZE	125
Chan 52		Apt Elev	126

LOC/DME BC RWY 1L

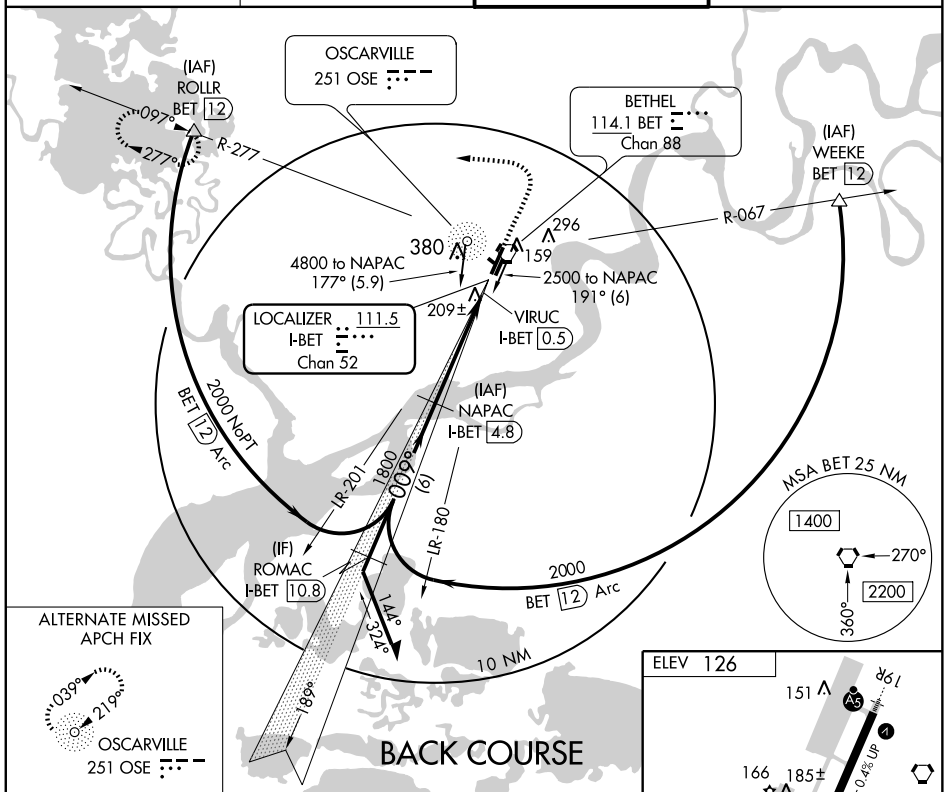
BETHEL (BET)(PABE)

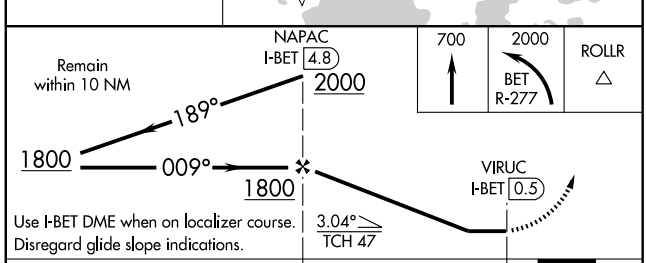
Circling to Rwy 12-30 and 1R-19L NA at night.
For inoperative MALSR, increase Cat D visibility to RVR 5000.
Circling NA west of Rwy 1L-19R.

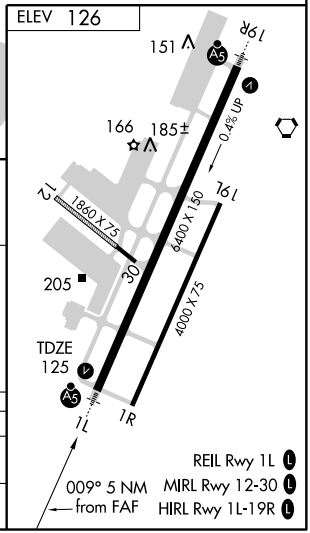
MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 2000 via BET VORTAC R-277 to ROLLR/BET 12 DME and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7







CATEGORY	A	B	C	D
S-1L	460/24 335 (400-½)			460/40 335 (400-¾)
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
099°	TDZE	N/A
	Apt Elev	126

RNAV (GPS)-A

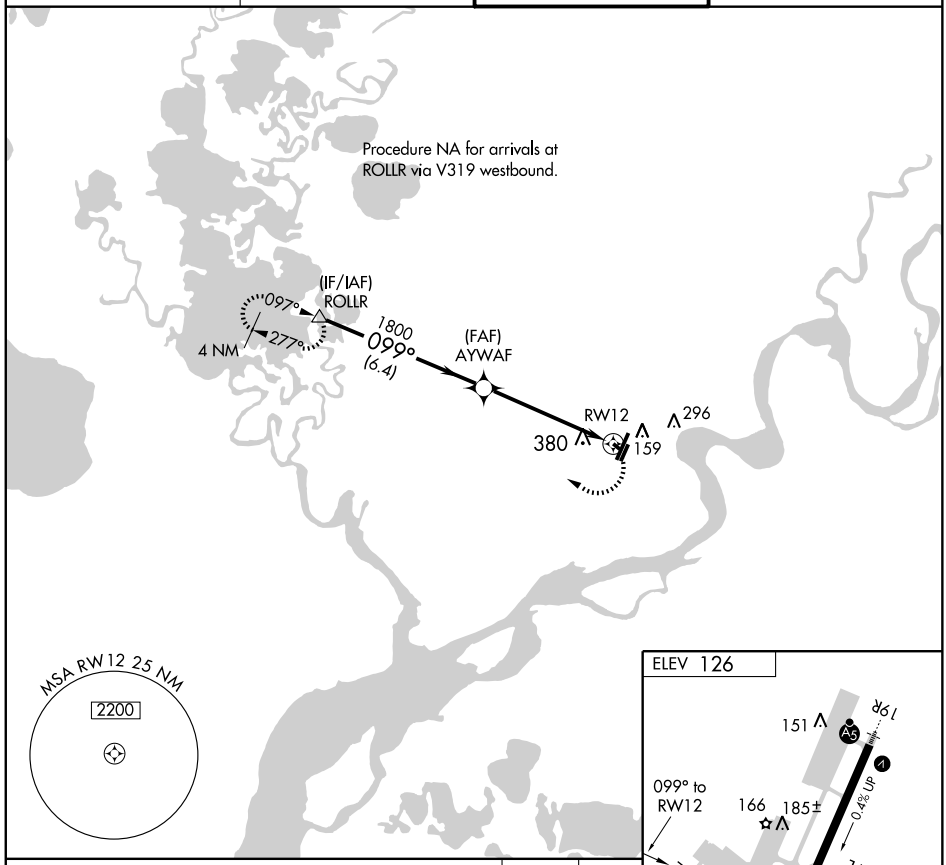
BETHEL(BET)(PABE)

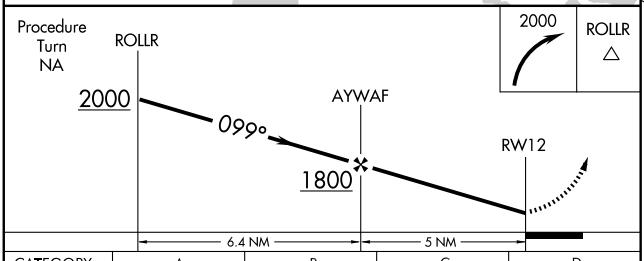
Circling to Rwy 12-30 and 1R-19L NA at night.
Circling NA west of Rwy 1L-19R.
DME/DME RNP- 0.3 NA.

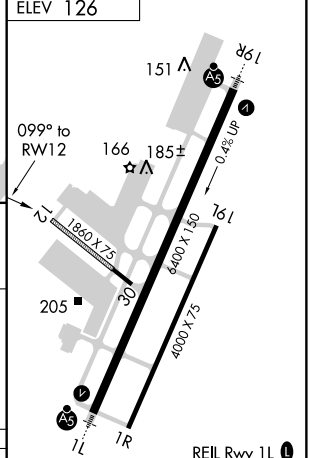
MISSED APPROACH: Climbing right turn to 2000 direct ROLLR and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7

Procedure NA for arrivals at ROLLR via V319 westbound.







CATEGORY	A	B	C	D
CIRCLING	640-1 514 (600-1)		640-1½ 514 (600-1½)	680-2 554 (600-2)

REIL Rwy 1L L
MIRL Rwy 12-30 L
HIRL Rwy 1L-19R L

AK, 17 DEC 2009 to 11 FEB 2010

WAAS CH 42707 W01A	APP CRS 009°	Rwy Idg 6400 TDZE 125 Apt Elev 126

RNAV (GPS) RWY 1L

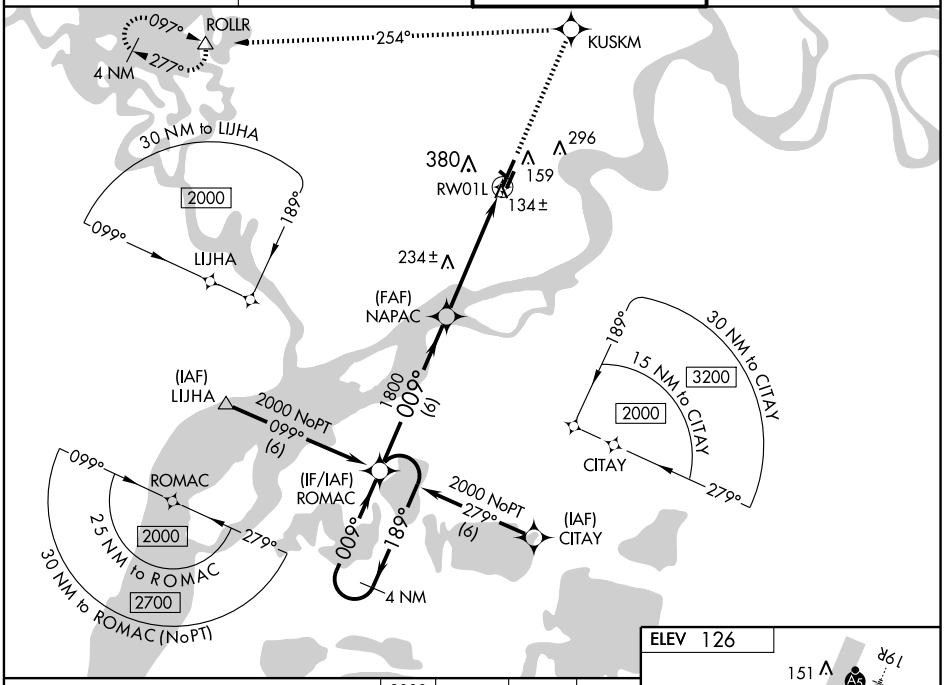
BETHEL (BET)(PABE)

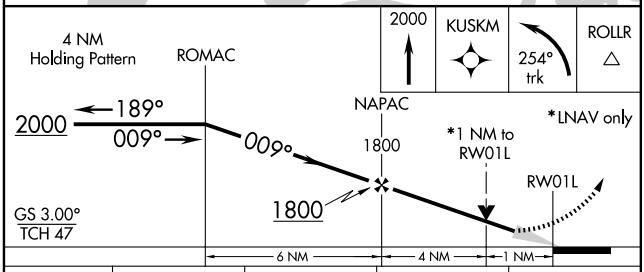
Circling to Rwy 12-30 and 1R-19L NA at night.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
Circling NA west of Rwy 1L-19R.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

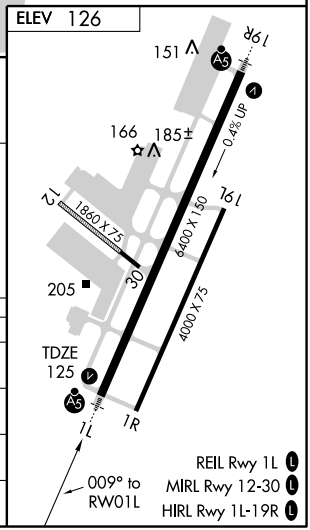
MISSED APPROACH: Climb to 2000 direct KUSKM and left turn via 254° track to ROLLR and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7





CATEGORY	A	B	C	D
LPV DA	375/24 250 (300-½)			
LNAV/VNAV DA	553/50 428 (500-1)			
LNAV MDA	500/24 375 (400-½)			500/50 375 (400-1)
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)



AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4000
009°	TDZE	119
	Apt Elev	126

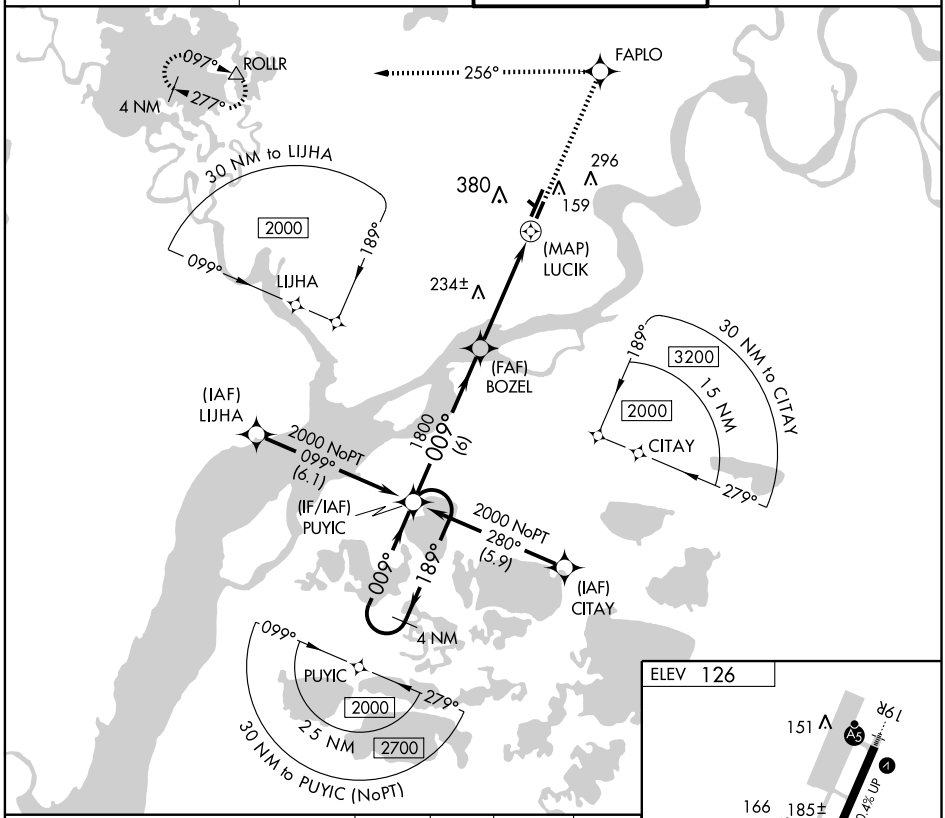
RNAV (GPS) RWY 1R

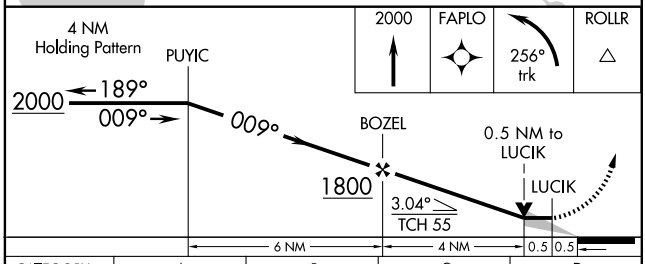
BETHEL (BET)(PABE)

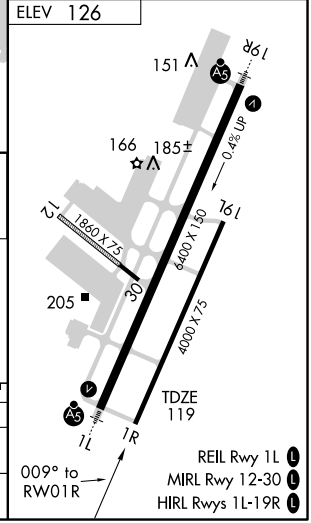
Circling to Rwy 12-30 and 1R-19L NA at night.
Circling NA west of Rwy 1L-19R.
DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct FAPLO then left turn via 256° track to ROLLR and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7







CATEGORY	A	B	C	D
LNAV MDA	500-1 381 (400-1)			500-1¼ 381 (400-1¼)
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4000
190°	TDZE	119
	Apt Elev	126

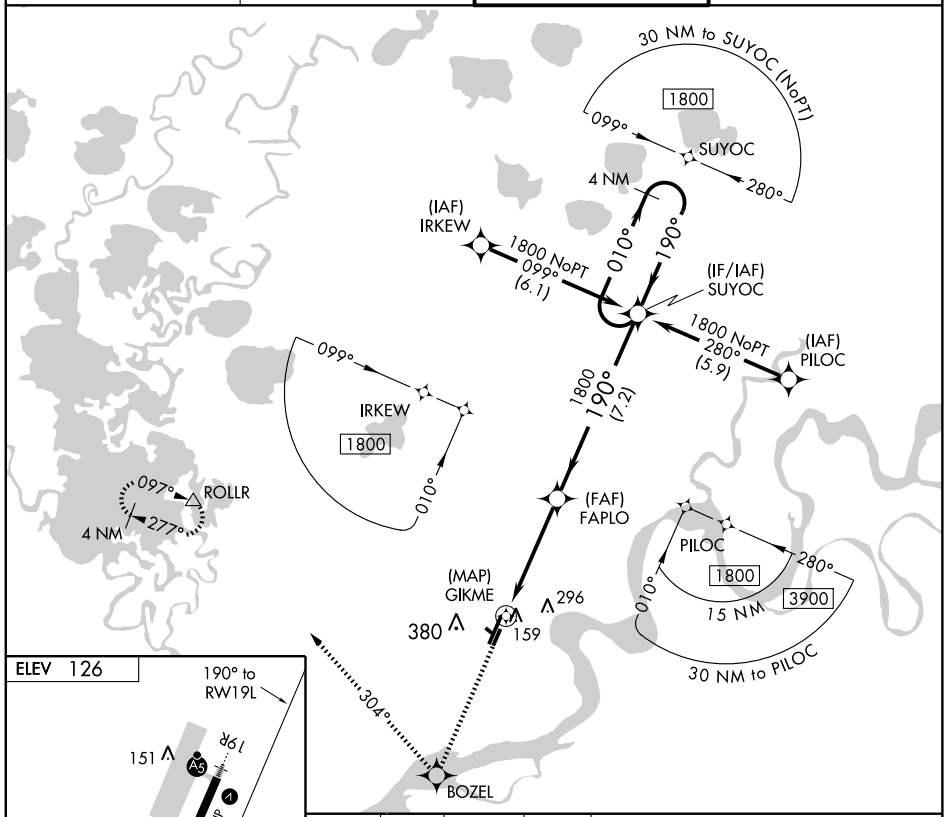
RNAV (GPS) RWY 19L

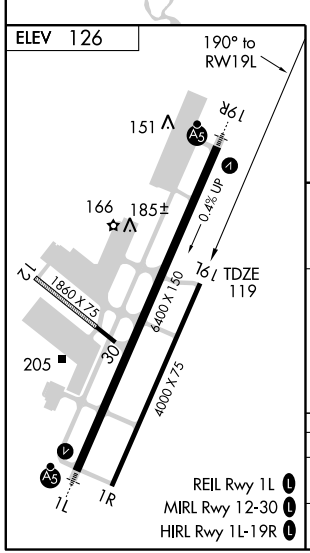
BETHEL (BET) (PABE)

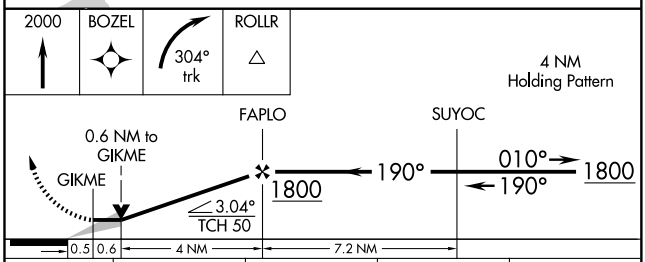
Circling to Rwy 12-30 and 1R-19L NA at night.
Circling NA west of Rwy 1L-19R.
DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct BOZEL and right turn via 304° track to ROLLR and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7







CATEGORY	A	B	C	D
LNAV MDA	520-1 401 (400-1)		520-1¼ 401 (400-¼)	
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg 6400
CH 70507	190°	TDZE 118
W19A		Apt Elev 126

RNAV (GPS) RWY 19R

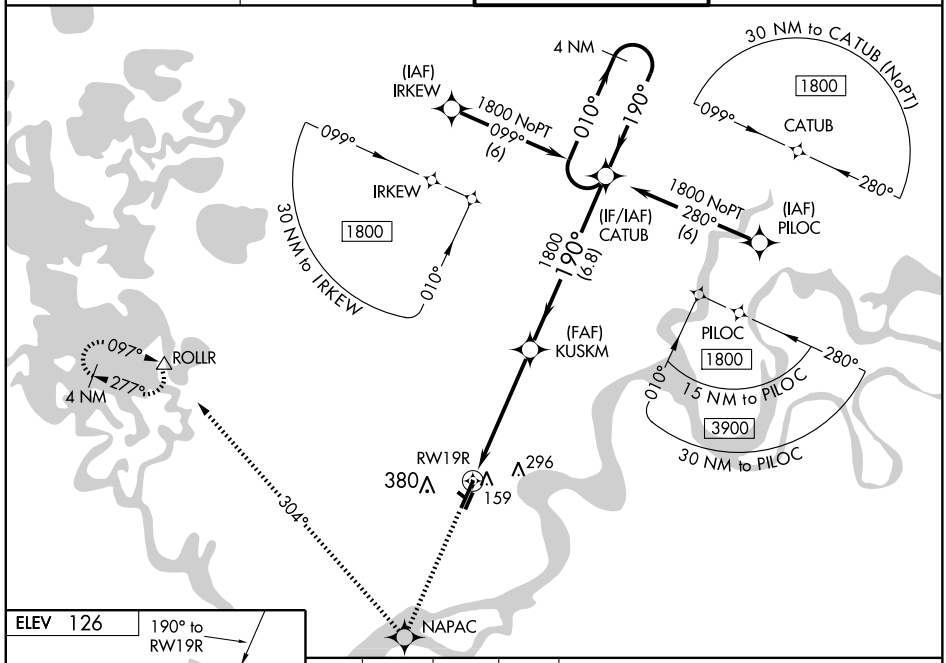
BETHEL (BET) (PABE)

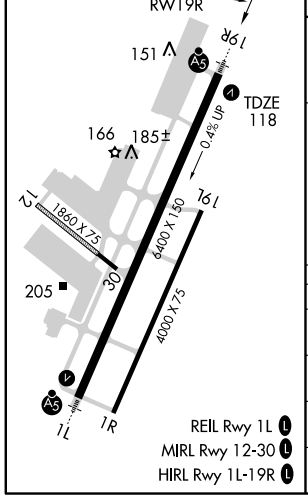
T Circling to Rwy 12-30 and 1R-19L NA at night.
W For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.
Circling NA west of Rwy 1L-19R.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

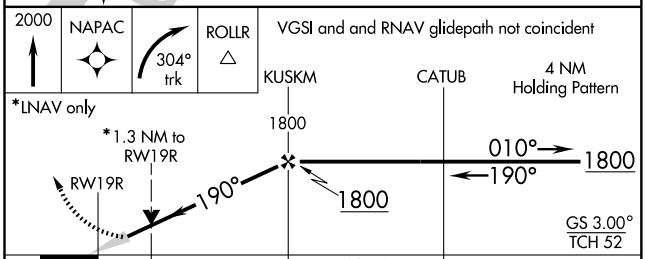
MALSR

MISSED APPROACH: Climb to 2000 direct NAPAC and right turn via 304° track to ROLLR and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7







CATEGORY	A	B	C	D
LPV DA	368/24 250 (300-½)			
LNAV/VNAV DA	459/40 341 (400-¾)			
LNAV MDA	560/24 442 (500-½)		560/40 442 (500-¾)	560/50 442 (500-1)
CIRCLING	560-1 434 (500-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

VORTAC BET 114.1 Chan 88	APP CRS 016°	Rwy Idg 6400 TDZE 125 Apt Elev 126

VOR/DME RWY 1L

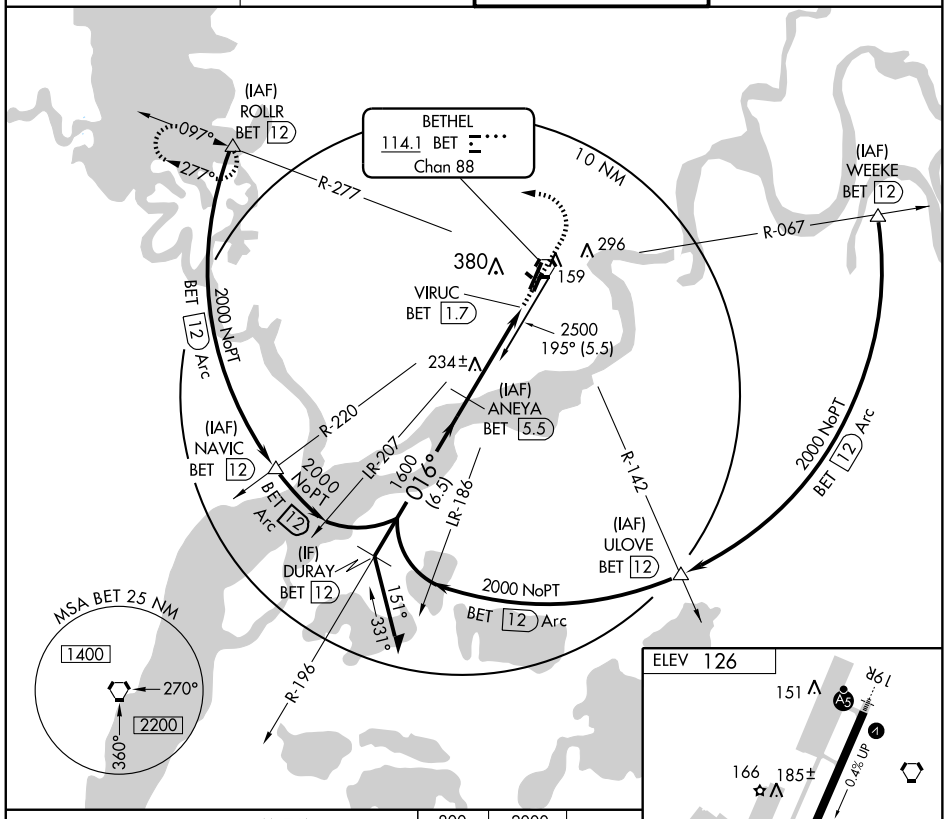
BETHEL (BET) (PABE)

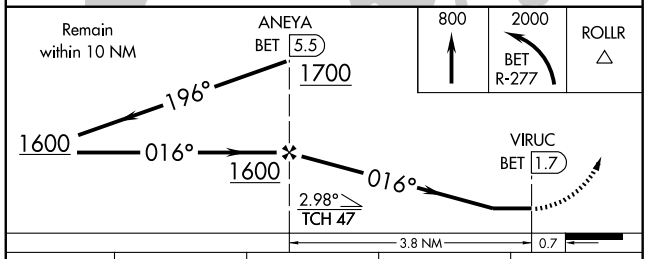
T Circling to Rwy 12-30 and 1R-19L NA at night. For inoperative MALSR, increase Cat D visibility to RVR 6000. Circling NA west of Rwy 1L-19R.

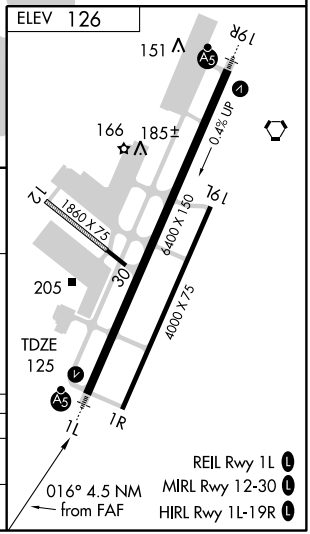
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via BET VORTAC R-277 to ROLLR/12 DME and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7







CATEGORY	A	B	C	D
S-1L	500/24 375 (400-½)			500/50 375 (400-1)
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

VORTAC BET 114.1 Chan 88	APP CRS 174°	Rwy Idg 6400 TDZE 118 Apt Elev 126

VOR/DME RWY 19R

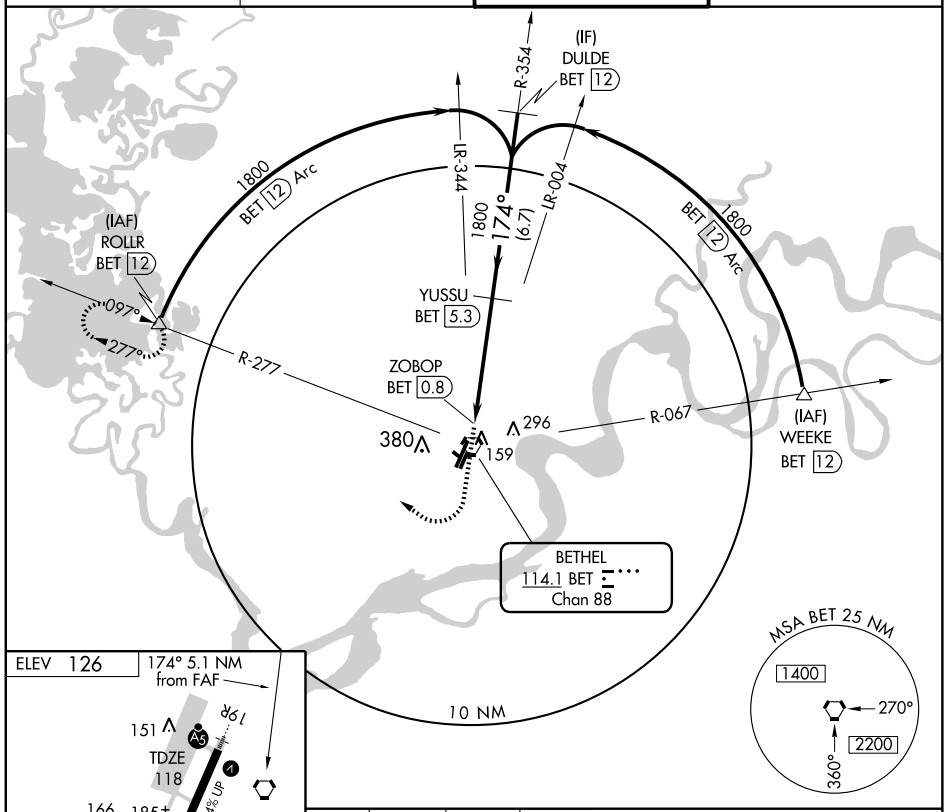
BETHEL (BET)(PABE)

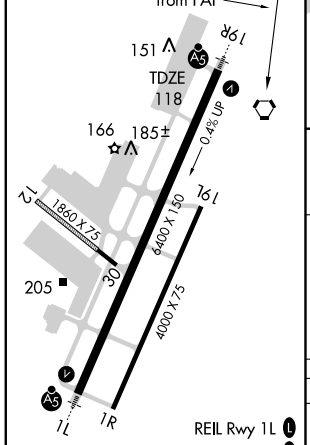
Circling to Rwy 12-30 and 1R-19L NA at night. Inoperative table does not apply to Cat D. Circling NA west of Rwy 1L-19R.

MALSR

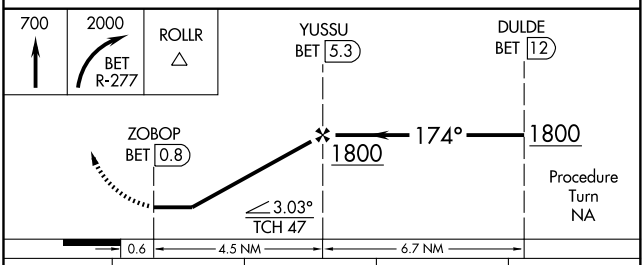
MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via BET VORTAC R-277 to ROLLR/12 DME and hold.

ATIS	ANCHORAGE CENTER	BETHEL TOWER ★	GND CON
119.8	125.2 372.0	118.7 (CTAF) L	121.7





REIL Rwy 1L L
MIRL Rwy 12-30 L
HIRL Rwy 1L-19R L



CATEGORY	A	B	C	D
S-19R	420/24 302 (300-½)			
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-BTT	APP CRS	Rwy Idg	5190
108.7	012°	TDZE	642
Chan 24		Apt Elev	647

LOC/DME RWY 1

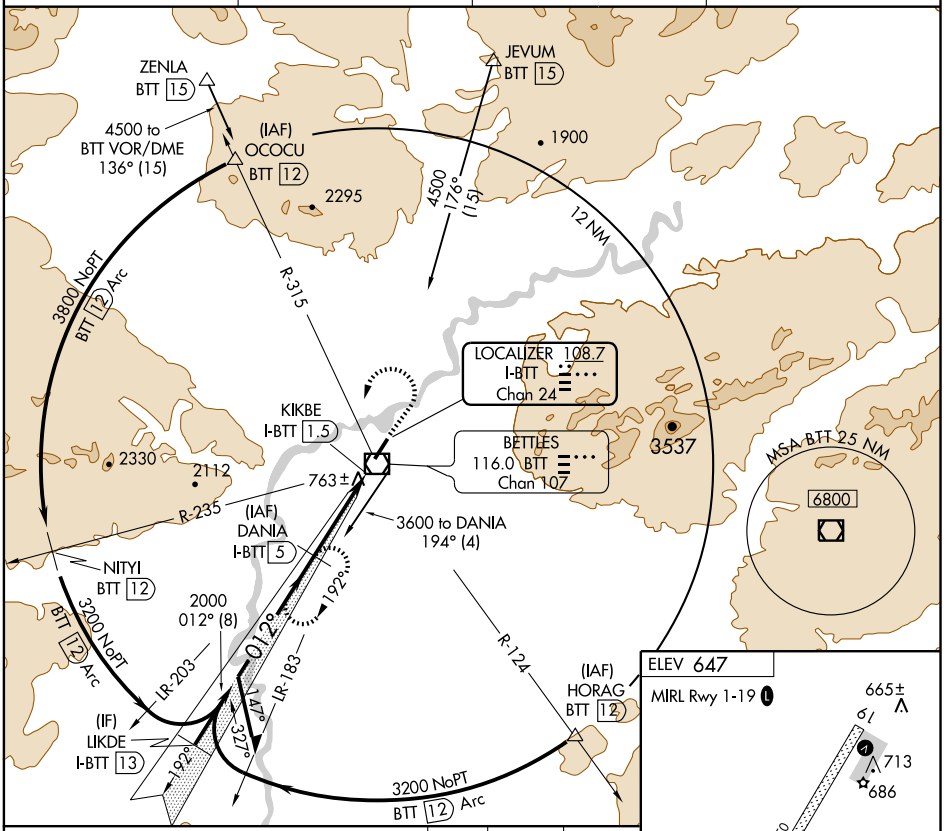
BETTLES (BTT)(PABT)

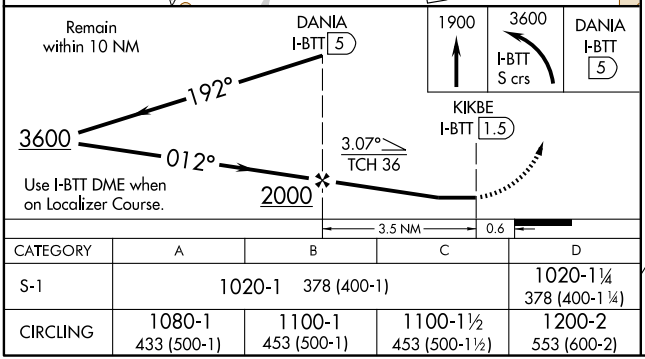
Circling not authorized east of Rwy 1-19. Inoperative table does not apply.

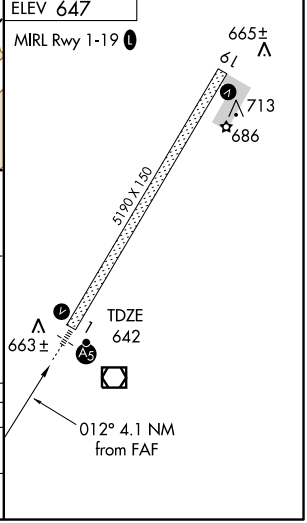
MALSR

MISSED APPROACH: Climb to 1900 then climbing left turn to 3600 via South course to DANIA/I-BTT 5 DME and hold, continue climb-in-hold to 3600.

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.450	124.6 352.0	122.20	122.9 (L)







CATEGORY	A	B	C	D
S-1	1020-1 378 (400-1)			1020-1¼ 378 (400-1¼)
CIRCLING	1080-1 433 (500-1)	1100-1 453 (500-1)	1100-1½ 453 (500-1½)	1200-2 553 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	5190
012°	TDZE	642
	Apt Elev	647

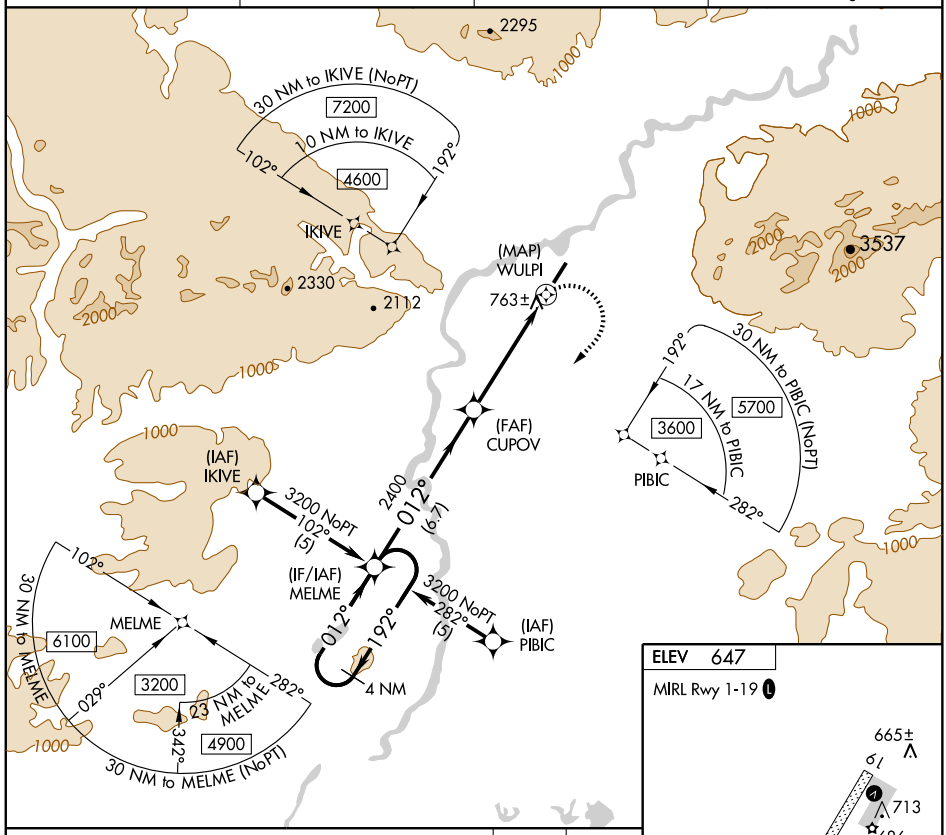
RNAV (GPS) RWY 1
BETTLES (BTT) (PABT)

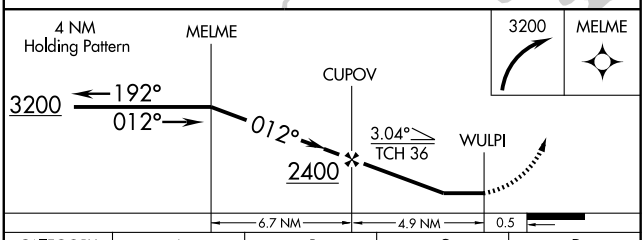
Inoperative table does not apply.
Circling NA east of Rwy 1-19.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

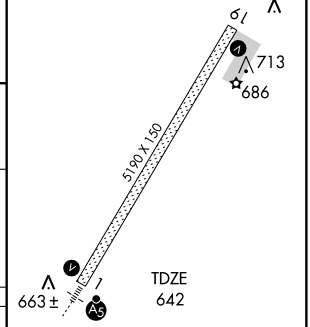
MALSR

MISSED APPROACH: Climbing right turn to 3200 direct MELME and hold.

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.450	124.6 352.0	122.20	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1060-1 418 (500-1)		1060-1¼ 418 (500-1¼)	
CIRCLING	1080-1 433 (500-1)	1100-1 453 (500-1)	1100-1½ 453 (500-1½)	1200-2 553 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	5190
187°	TDZE	647
	Apt Elev	647

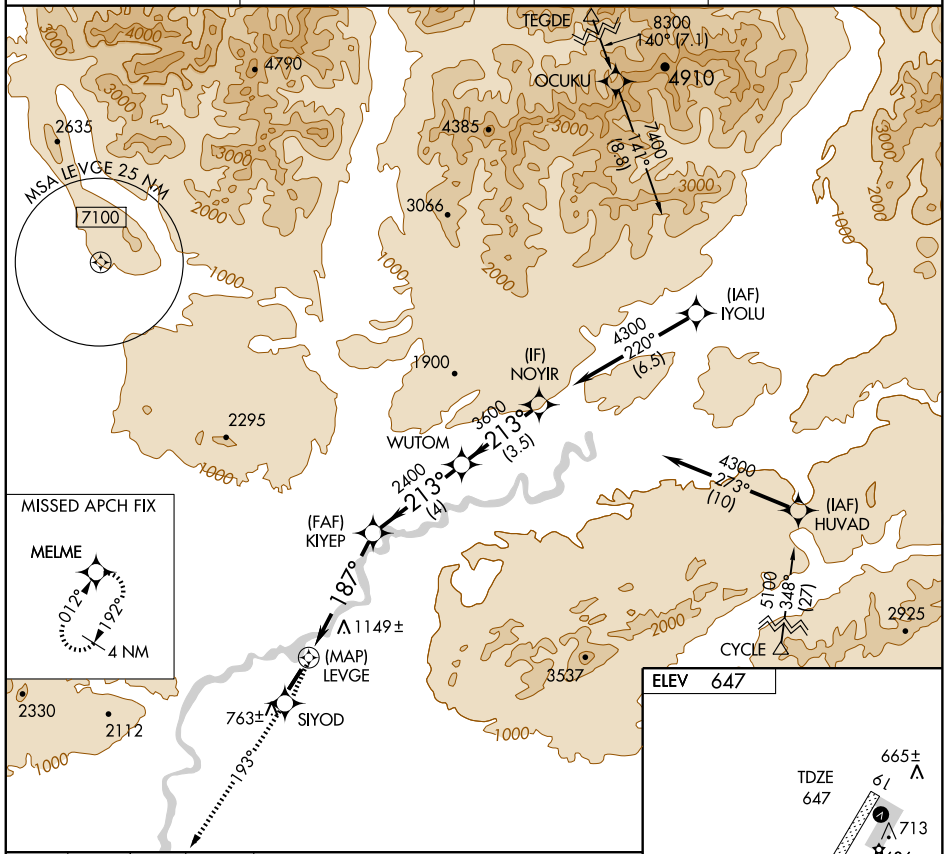
RNAV (GPS) RWY 19

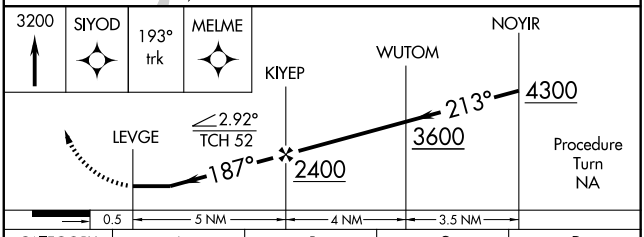
BETTLES (BTT) (PABT)

Circling NA east of Rwy 1-19.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 direct SIYOD and via 193° track to MELME and hold.

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.450	124.6 352.0	122.20	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	1360-1	713 (800-1)	1360-2 713 (800-2)	1360-2¼ 713 (800-2¼)
CIRCLING	1360-1	713 (800-1)	1360-2 713 (800-2)	1360-2¼ 713 (800-2¼)

MIRL Rwy 1-19 (L)

AK. 17 DEC 2009 to 11 FEB 2010

VOR/DME BTT 116.0 Chan 107	APP CRS 023°	Rwy Idg 5190 TDZE 642 Apt Elev 647

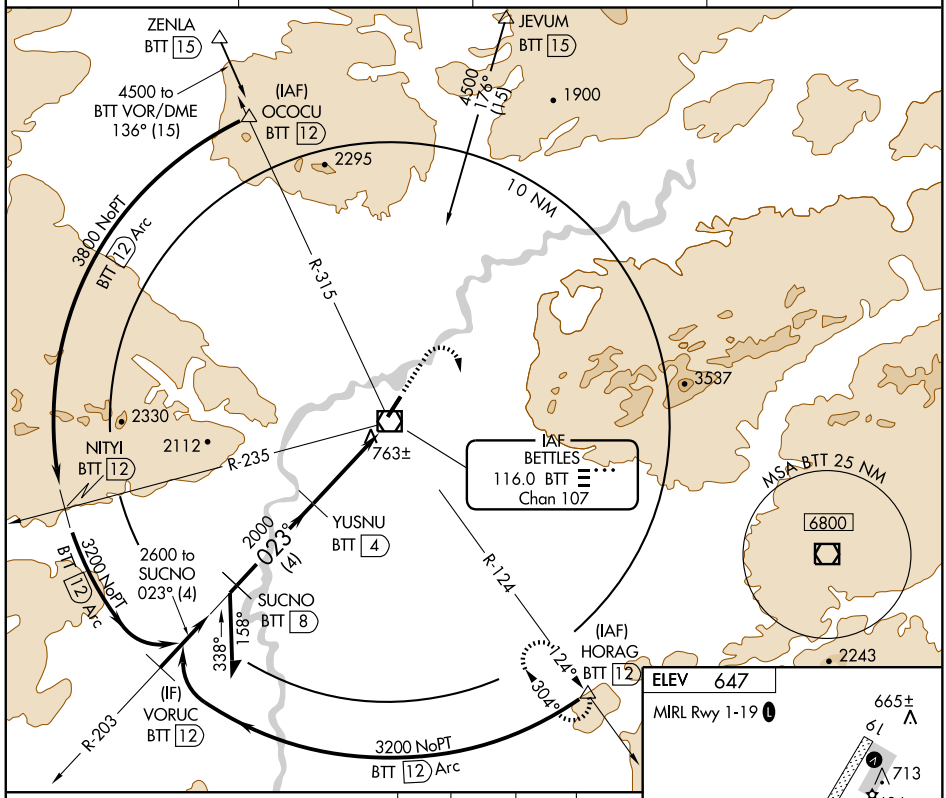
VOR/DME RWY 1
BETTLES (BTT)(PABT)

Circling not authorized east of Rwy 1-19. Inoperative table does not apply.

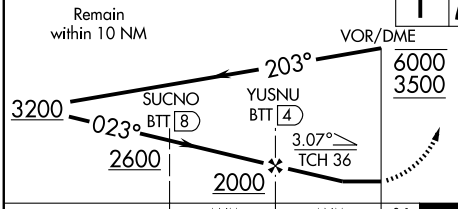
MALSR

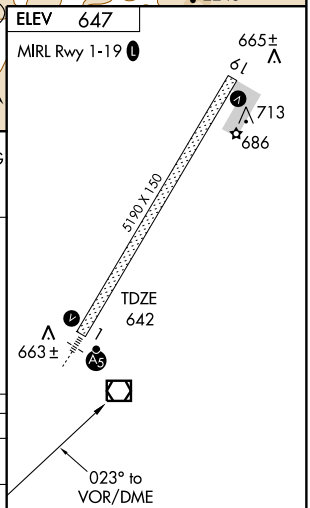
MISSED APPROACH: Climb to 1100 then climbing right turn to 3500 via BTT VOR/DME R-124 to HORAG/BTT 12 DME and hold

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.450	124.6 352.0	122.20	122.9 L



1100	3500	BTT R-124	HORAG △





CATEGORY	A	B	C	D
S-1	1020-1 378 (400-1)			1020-1¼ 378 (400-1¼)
CIRCLING	1080-1 433 (500-1)	1100-1 453 (500-1)	1100-1½ 453 (500-1½)	1200-2 553 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 7

BIG LAKE (BGQ) (PAGQ)

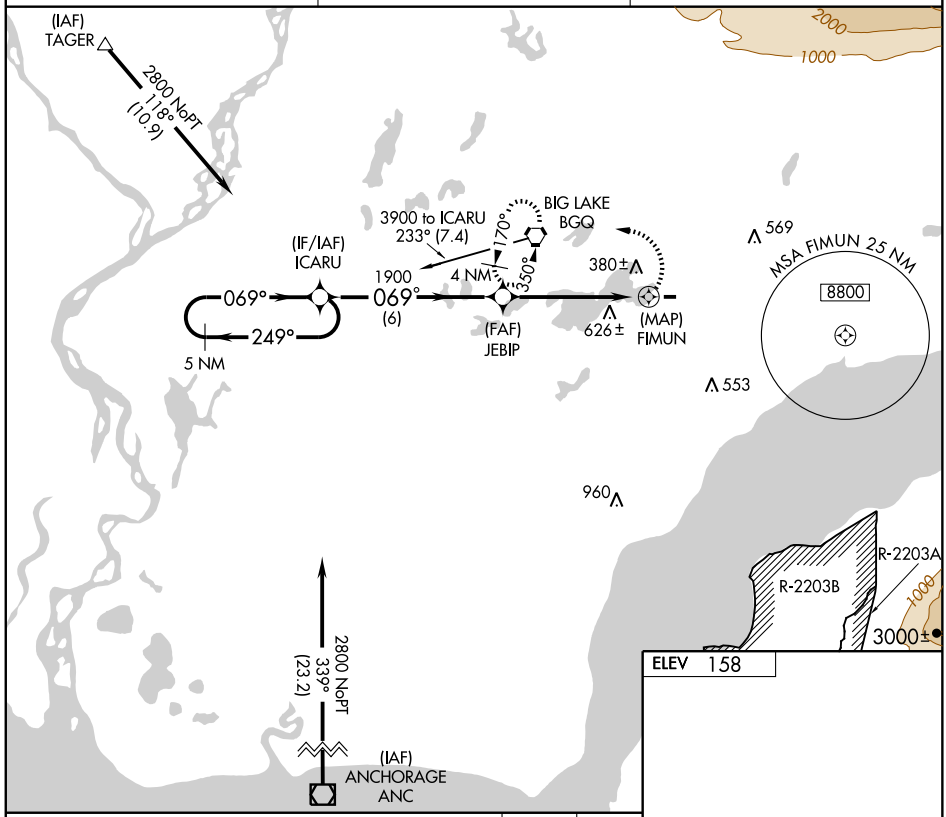
APP CRS	Rwy Idg	2435
069°	TDZE	158
	Apt Elev	158

T
NA

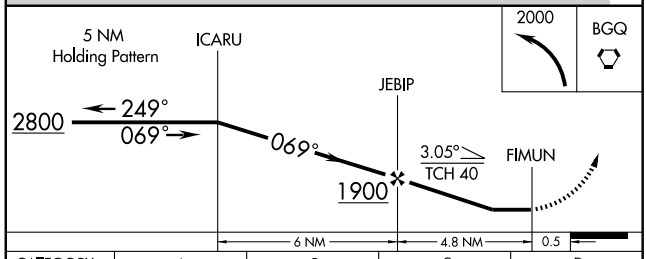
Procedure NA at night. DME/DME RNP-0.3 NA.
Use Anchorage altimeter setting.

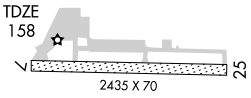
MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.

ANCHORAGE ASOS	ANCHORAGE APP CON	CTAF
118.4	118.6 290.5	122.8 L



ELEV 158





CATEGORY	A	B	C	D
LNAV MDA	1000-1 842 (900-1)	1000-1¼ 842 (900-1¼)	1000-2½ 842 (900-2½)	NA
CIRCLING	1000-1 842 (900-1)	1000-1¼ 842 (900-1¼)	1000-2½ 842 (900-2½)	NA

MIRL Rwy 7-25 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	2435
249°	TDZE	158
	Apt Elev	158

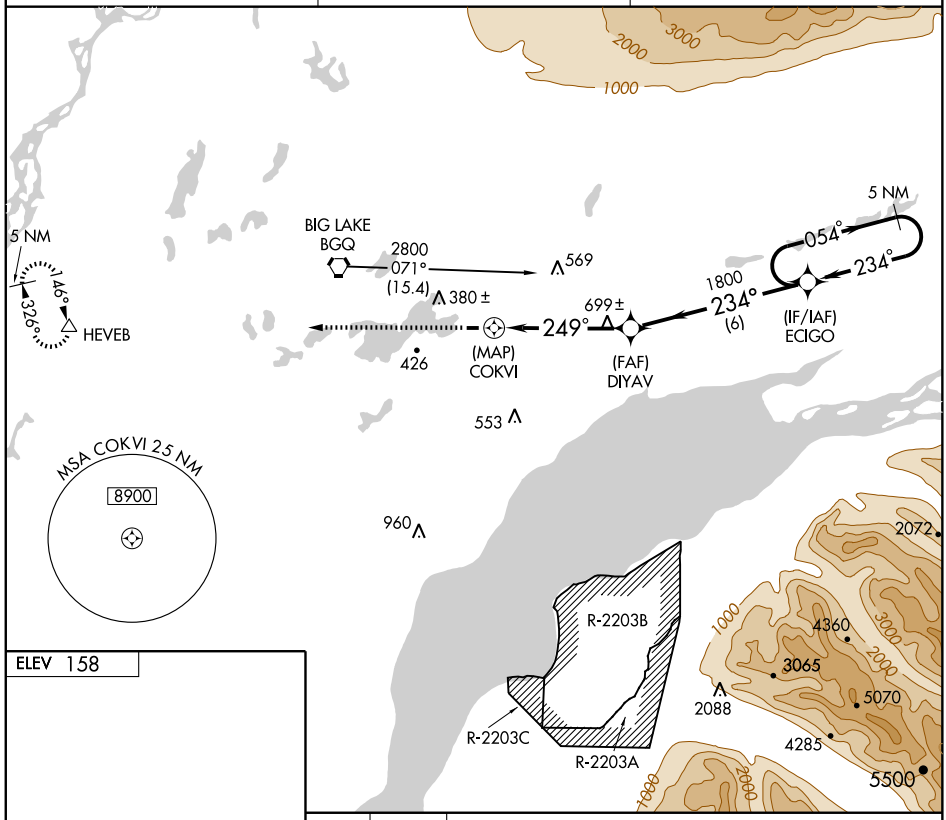
RNAV (GPS) RWY 25

BIG LAKE (BGQ) (PAGQ)

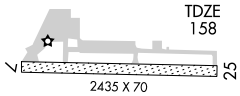
NA — Procedure NA at night. DME/DME RNP-0.3 NA. Use Anchorage altimeter setting.

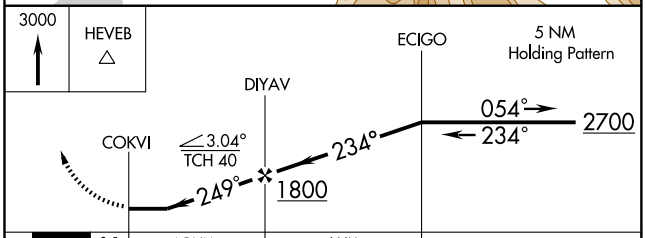
MISSED APPROACH: Climb to 3000 direct HEVEB and hold.

ANCHORAGE ASOS	ANCHORAGE APP CON	CTAF
118.4	118.6 290.5	122.8 L



ELEV 158





CATEGORY	A	B	C	D
LNAV MDA	1080-1¼ 922 (1000-1¼)		1080-2¾ 922 (1000-2¾)	NA
CIRCLING	1080-1¼ 922 (1000-1¼)		1080-2¾ 922 (1000-2¾)	NA

MIRL Rwy 7-25 L

AK, 17 DEC 2009 to 11 FEB 2010

VORTAC BGQ	APP CRS	Rwy Idg	2435
112.5	090°	TDZE	158
Chan 72		Apt Elev	158

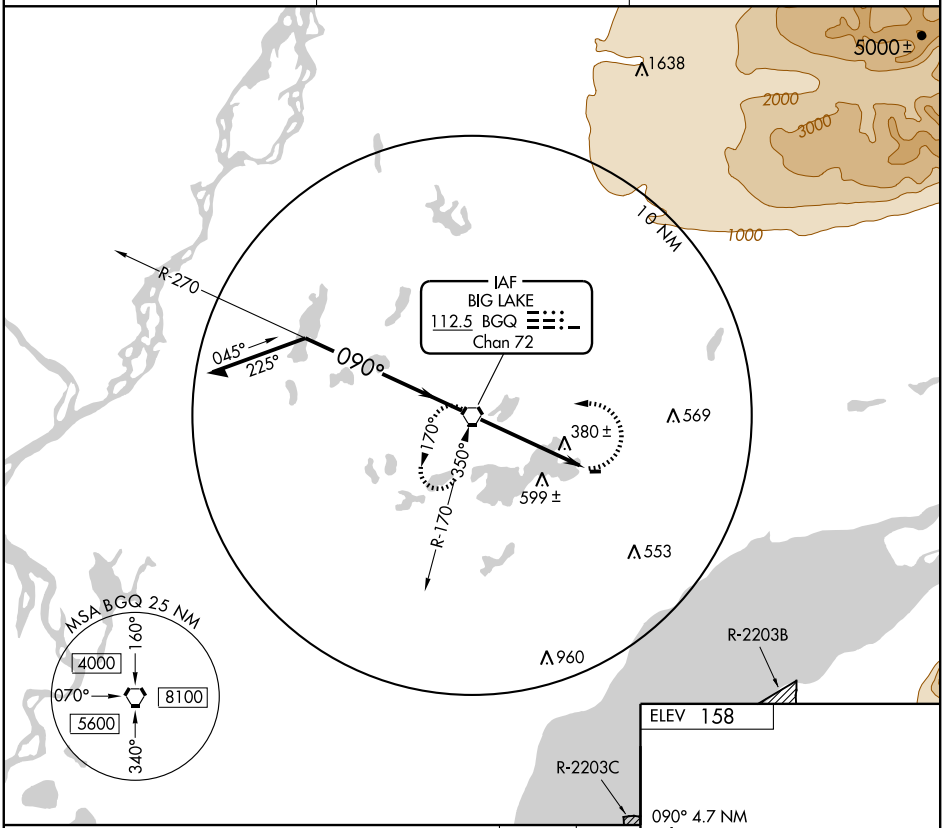
VOR RWY 7

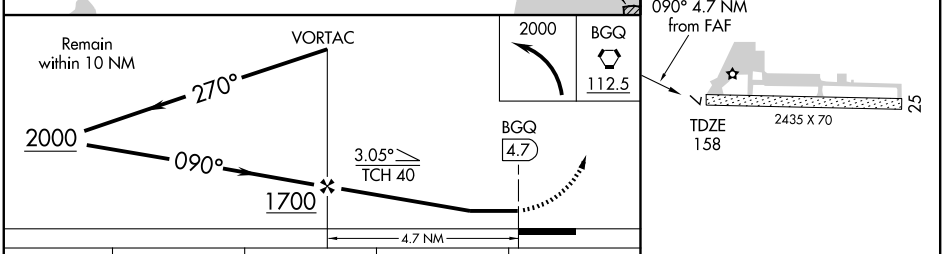
BIG LAKE (BGQ) (PAGQ)

T
ANA Use Anchorage altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.

ANCHORAGE ASOS	ANCHORAGE APP CON	CTAF
118.4	118.6 290.5	122.8 L





CATEGORY	A	B	C	D
S-7	980-1 822 (900-1)	980-1¼ 822 (900-1¼)	980-2½ 822 (900-2½)	NA
CIRCLING	980-1 822 (900-1)	980-1¼ 822 (900-1¼)	980-2½ 822 (900-2½)	NA

MIRL Rwy 7-25 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

AK. 17 DEC 2009 to 11 FEB 2010

NDB/DME BVK 325 Chan 78 (113.1)	APP CRS 113°	Rwy Idg 3200 TDZE 31 Apt Elev 31

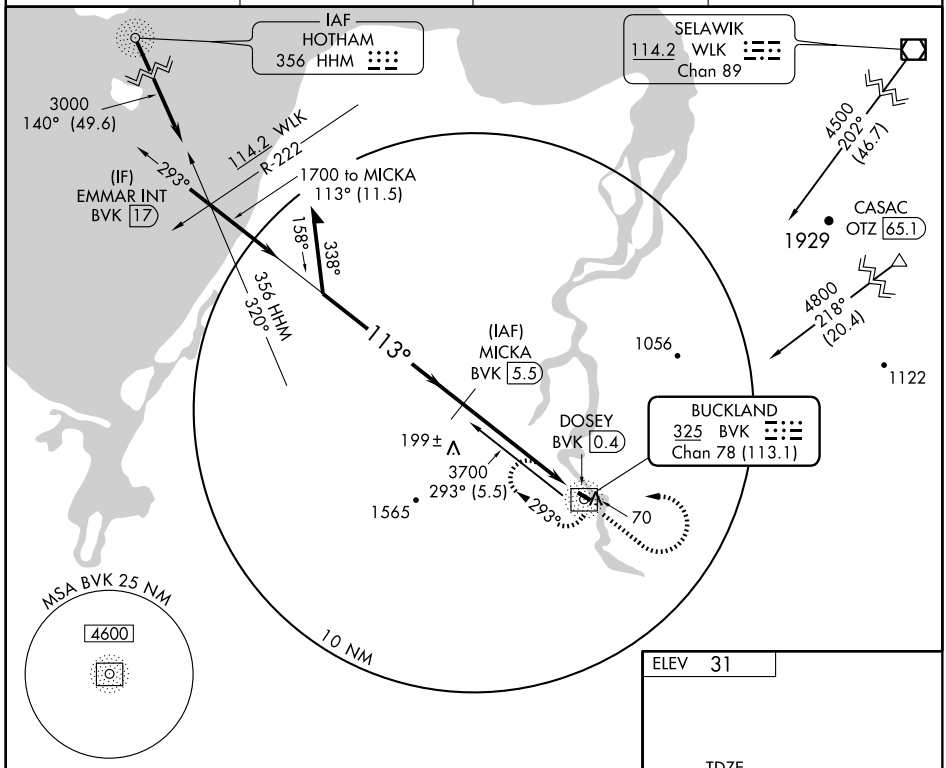
NDB/DME RWY 11

BUCKLAND (BVK)(PABL)

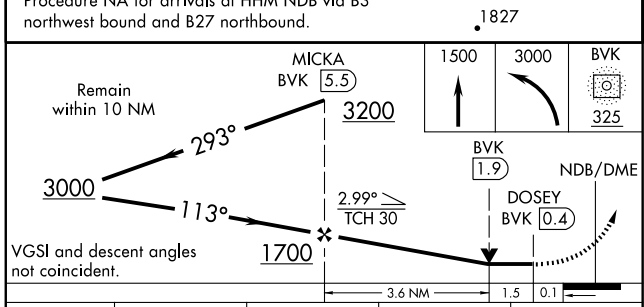
If local altimeter setting not received, use Selawik altimeter setting and increase all MDA's 120 feet. VDP NA when using Selawik altimeter setting.

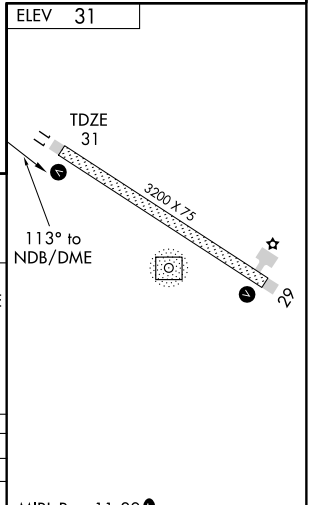
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct BVK NDB/DME and hold, continue climb-in-hold to 3000.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
135.15	119.2 263.0	122.3	122.9 L



Procedure NA for arrivals at HHM NDB via B3 northwest bound and B27 northbound.





CATEGORY	A	B	C	D
S-11	560-1 529 (600-1)		NA	
CIRCLING	580-1 549 (600-1)	600-1 569 (600-1)	NA	

MIRL Rwy 11-29 L

AK. 17 DEC 2009 to 11 FEB 2010

NDB/DME BVK	APP CRS	Rwy Idg	3200
325	279°	TDZE	31
Chan 78 (113.1)		Apt Elev	31

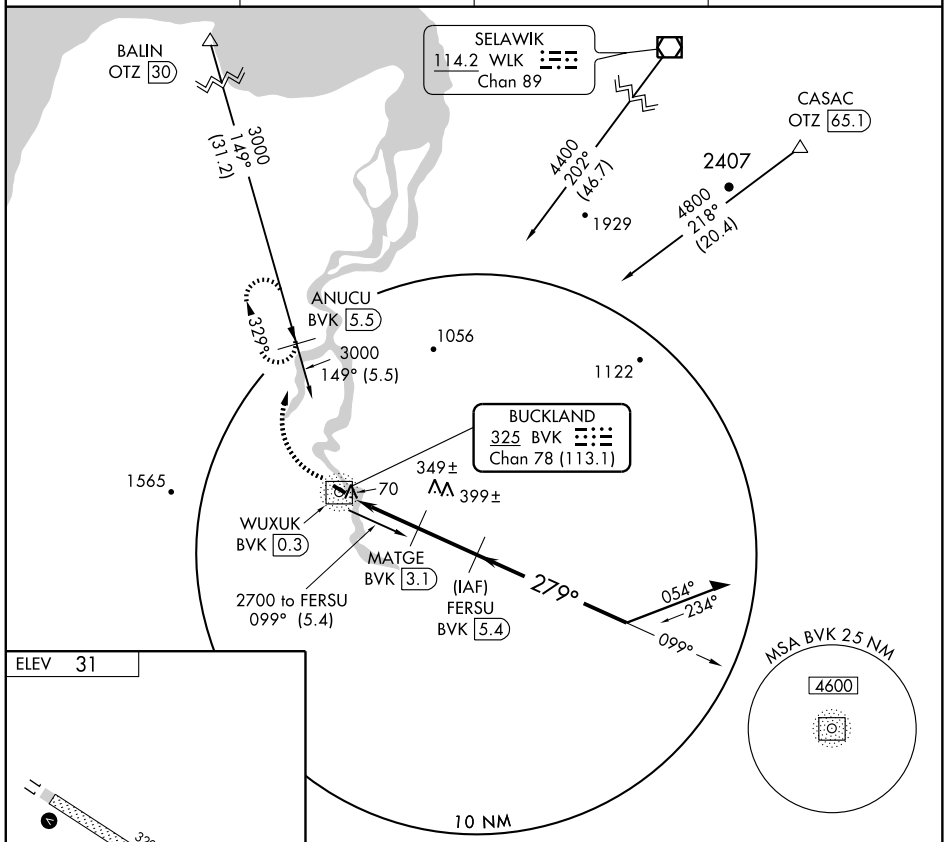
NDB/DME RWY 29

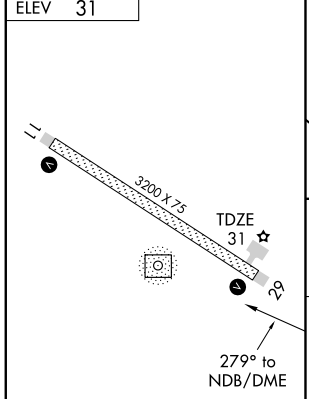
BUCKLAND (BVK)(PABL)

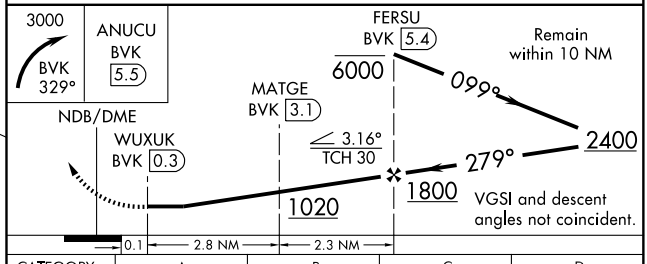
If local altimeter setting not received, use Selawik altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 via BVK NDB/DME BRG 329° to ANUCU/BVK 5.5 DME and hold, continue climb-in-hold to 3000.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
135.15	119.2 263.0	122.3	122.9 L







CATEGORY	A	B	C	D
S-29	700-1	669 (700-1)	NA	
CIRCLING	700-1	669 (700-1)	NA	

MIRL Rwy 11-29 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3200
107°	TDZE	31
	Apt Elev	31

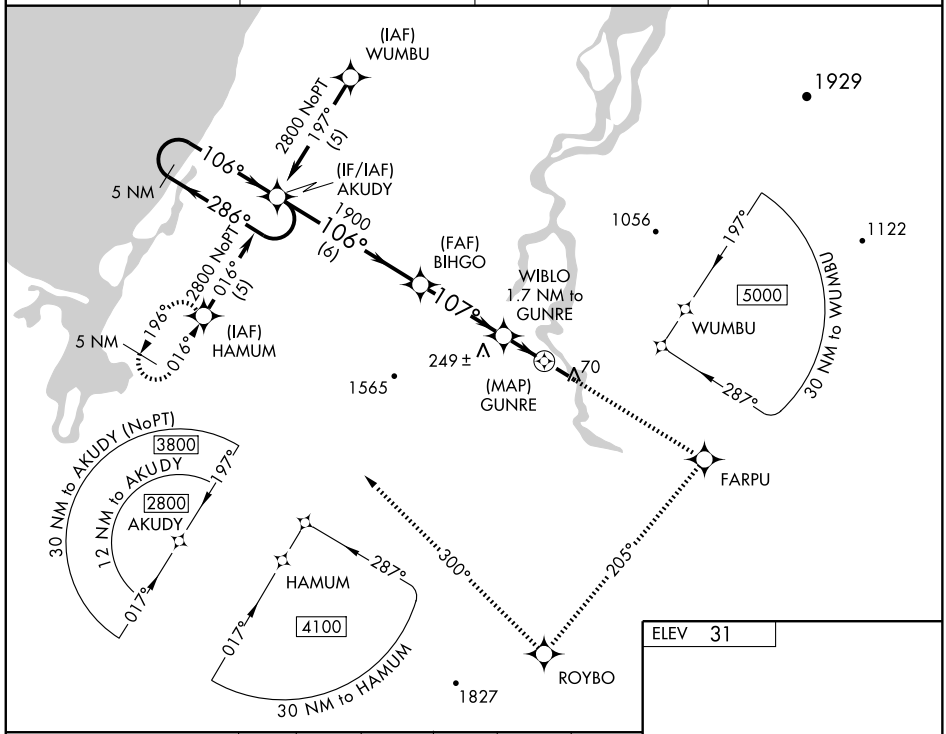
RNAV (GPS) RWY 11

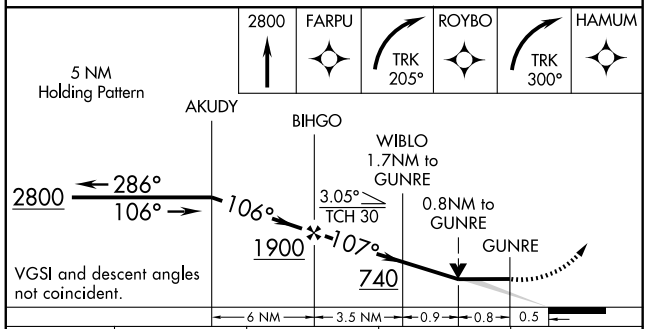
BUCKLAND (BVK)(PABL)

If local altimeter setting not received, use Selawik altimeter setting and increase all MDAs 120 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Selawik altimeter setting.

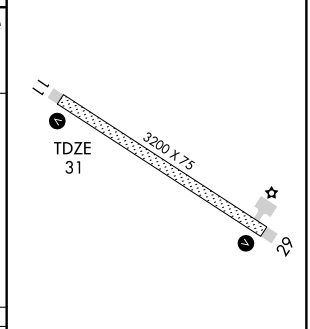
MISSED APPROACH: Climb to 2800 direct FARPU and right turn via 205° track to ROYBO and right turn via 300° track to HAMUM and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
135.15	119.2 263.0	122.3	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	480-1 449 (500-1)		NA	
CIRCLING	580-1 549 (600-1)	600-1 569 (600-1)	NA	



AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3200
287°	TDZE	31
	Apt Elev	31

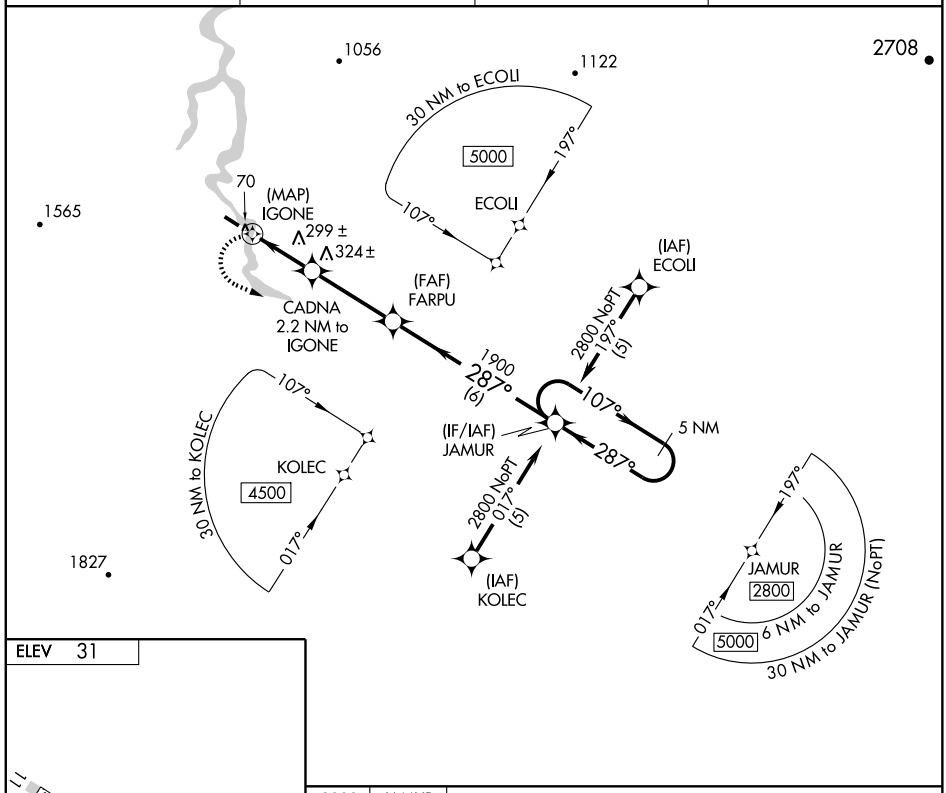
RNAV (GPS) RWY 29

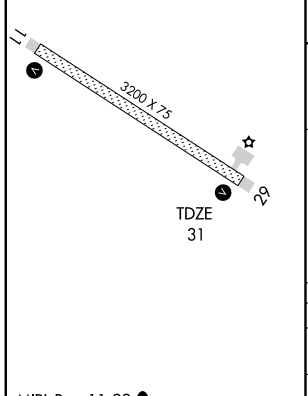
BUCKLAND (BVK)(PABL)

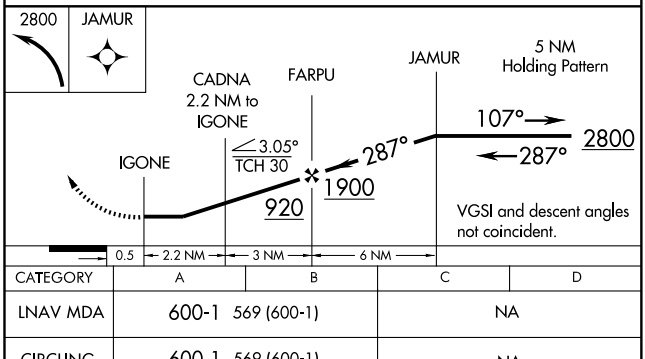
If local altimeter setting not received, use Selawik altimeter setting and increase all MDAs 120 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2800 direct JAMUR and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
135.15	119.2 263.0	122.3	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	600-1 569 (600-1)		NA	
CIRCLING	600-1 569 (600-1)		NA	

AK. 17 DEC 2009 to 11 FEB 2010

CAPE LISBURNE THREE RWY 8 DEPARTURE

CAPE LISBURNE, ALASKA

ANCHORAGE CENTER APP/DEP CON
119.65 363.25
CAPE LISBURNE RADIO
126.2 (CTAF)

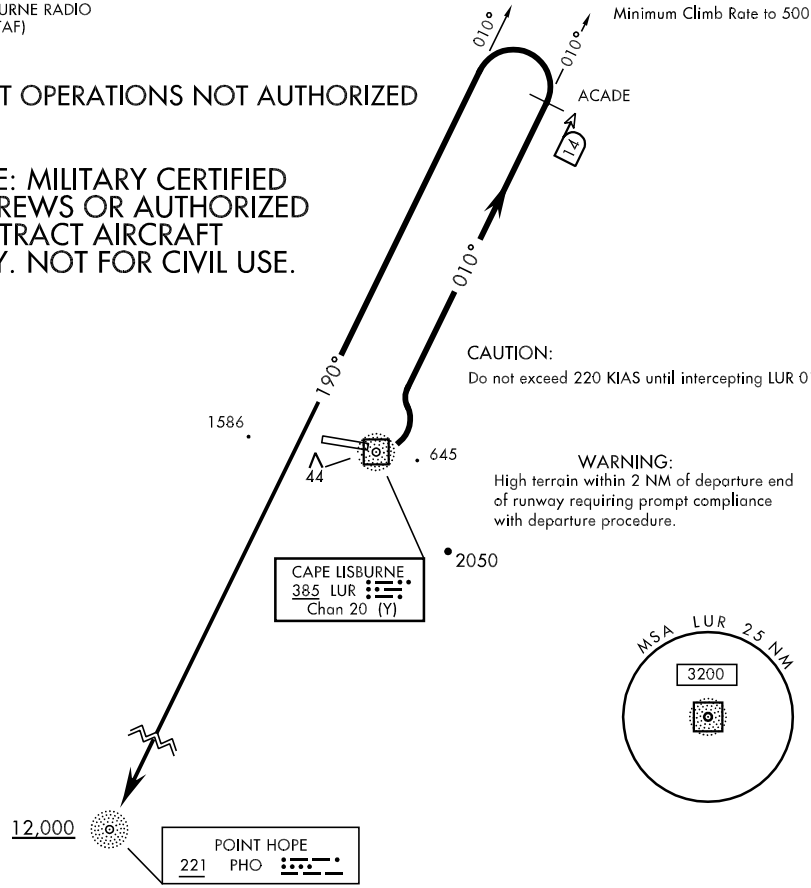
SL-2327 [USAF]

Rwy	Knots	60	120	180	240
8	V/V(fpm)	240	480	720	960

Minimum Climb Rate to 500

NIGHT OPERATIONS NOT AUTHORIZED

NOTE: MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8: Cross departure end of runway at or above 34′ AGL/50′ MSL. Turn left within ½ mile from departure end of runway and intercept LUR 010° outbound to ACADE (LUR 010°/14). At ACADE turn left and join PHO NDB 010° bearing inbound to PHO NDB. Cross PHO NDB at or above 12,000, or routing/altitude as assigned by ATC.

TAKE-OFF RWY 26: NOT AUTHORIZED

CAPE LISBURNE THREE RWY 8 DEPARTURE

CAPE LISBURNE, ALASKA

NDB DME ALPHA

NDB/DME LUR	APCH CRS	Rwy Idg 4805
385	226°	THRE 16
Chan 20 (Y)		Arpt Elev 16

[USAF] AL-2327

CAPE LISBURNE LRRS (PALU)

* Circling not authorized S of Rwy 8-26.

MISSED APPROACH: Climbing right turn to 3200 to intercept LUR 046° M (228° G) bearing to GRAAY/12 DME and hold.

ANCHORAGE CENTER APP/DEP CON	CAPE LISBURNE RADIO
119.65 363.25	126.2 (CTAF)

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

NIGHT OPERATIONS NOT AUTHORIZED

Enter Initial Holding from East

LUR 20

046° M (228° G)

225° M (048° G)

046° M (228° G)

(IAF) GRAAY LUR 12

Max holding alt 8000

226° M (048° G)

238° M (060° G) 2.5 NM

TUNND LUR 6

1586

645

1775

1175

1524

2020

2034

CAPE LISBURNE 385 LUR Chan 20 (Y)

T M

MV 16° E

GV 178° W

G

CAUTION:

High terrain to 1100' 0.8 NM South of NDB rising to 2000 within 6.5 NM.

10 NM

MSA LUR 25 NM

3200

2109

EMERG SAFE ALT 100 NM 6700

3200 LUR 046° M

GRAAY LUR 12

GRAAY 12

046°

226°

3200

BIRDI 2

NDB/DME

TUNND 6

226° M (048° G)

Fly visual to airport

238° M (060° G)

2.5 NM

1800

HAT calculated from THRE.

2 NM 4 NM

ELEV 16

238° M (060° G) 2.5 NM from BIRDI

085° M (267° G)

265° M (087° G)

4805 x 135

8 26

P

THRE 16

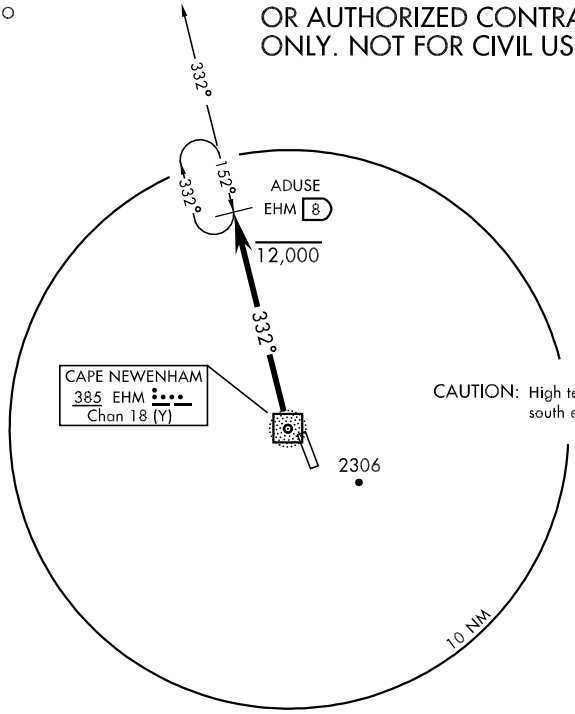
CATEGORY	A	B	C	D
CIRCLING *	1320-2 1304 (1400-2)		1320-3 1304 (1400-3)	

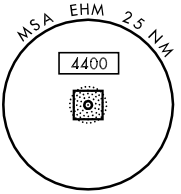
REIL Rwy 08-26

AK, 17 DEC 2009 to 11 FEB 2010

ANCHORAGE CENTER
124.2 251.1
CAPE NEWENHAM RADIO
126.2 (CTAF)

NOTE: MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.





NIGHT OPERATIONS NOT AUTHORIZED

DEPARTURE ROUTE DESCRIPTION

RWY 32: Climb on track 332° bearing outbound to ADUSE (EHM 332°/08 DME). At ADUSE continue climb to 5000 or ATC assigned altitude/MEA before proceeding on course. Climb in holding at ADUSE approved.

RWY 14: Departure Not Authorized.

NDB/DME RWY 14

NDB/DME EHM 385 Chan 18 (Y)	APCH CRS 177°	Rwy ldg 3950 THRE 318 Arpt Elev 541

AL-2235 [USAF]

CAPE NEWENHAM LRRS (PAEH)

MISSED APPROACH: Climbing right turn to 3900 to direct EHM R-357/12 DME (ELPEE) and hold. Climb in holding authorized.

ANCHORAGE CENTER	CAPE NEWENHAM RADIO
124.2 251.1	126.2

NOTE: MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.

NIGHT OPERATIONS NOT AUTHORIZED

CAUTION:
1. Rwy located on slope of 2306' mountain. Approach from NW only, land Rwy 14 only. High terrain both sides and S end of Rwy.

EHM 20

357°

177°

Max holding alt 8000

(IAF) ELPEE EHM 12

JENEL EHM 6

170° 2.1 NM

MSA EHM 25 NM

4400

CAPE NEWENHAM 385 EHM Chan 18 (Y)

1887 1707 1546 1565 1131 1045 960 1170 1335 2306

CAUTION: Successful go-around improbable if initiated past the MAP.

10 NM

EMERG SAFE ALT 100 NM 6900

3900 brg 357° | ELPEE EHM 12

ELPEE 12 357° 20

177° 3900

JENEL 6

177°

CILAS 2

NDB/DME

2000

Fly visual to airport

170° 2.1 NM

HAT calculated from THRE.

.1 2 NM 4 NM

CATEGORY	A	B	C	D
S-14	1200-2 959 (700-2)		1200-3 959 (700-3)	
CIRCLING	NOT AUTHORIZED			

ELEV 541

170° 2.1 NM from CILAS

THRE 241

7.9% UP

3950 x 150

ELEV 541

REIL Rwy 14
Land Rwy 14 tkof Rwy 32

32

AK, 17 DEC 2009 to 11 FEB 2010

KENAI RADIO
122.1
UNICOM
126.2 (CTAF)
ANCHORAGE CENTER
132.5 226.8

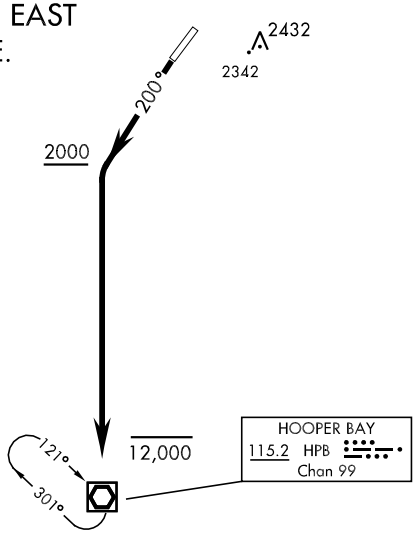
SL-2326 [USAF]

MILITARY CERTIFIED
OR AUTHORIZED
AIRCRAFT ONLY.

NOT FOR CIVIL USE.

Night operations not authorized.

CAUTION: TERRAIN RISES RAPIDLY
WEST, NORTH, AND EAST
OF CENTERLINE.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 20: Climb on track 200°, upon passing 2000, turn left direct HPB VOR, enter holding and climb to the MEA for assigned routing.

TAKE-OFF RWY 02: Departures not authorized.

NDB/DME RWY 2

NDB CZF 275	APCH CRS 046°	Rwy Idg 3990 TDZE 397 Arpt Elev 464

AL-2326 [USAF]

CAPE ROMANZOF LRRS (PACZ)

MISSED APPROACH: Climb left to 3600 to intercept CZF 226° bearing to MOTRS/12 DME and hold.

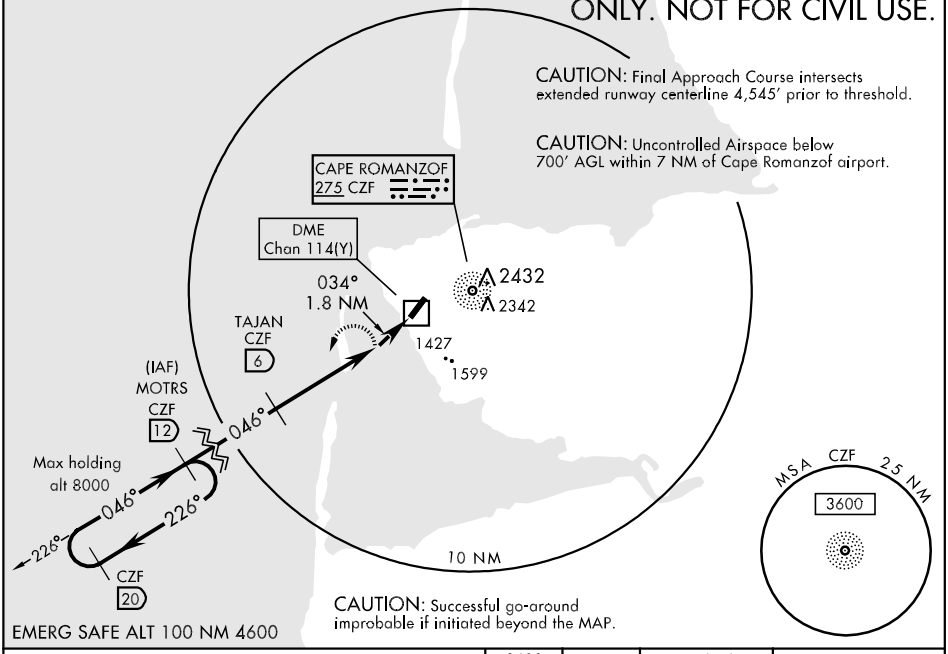
ANCHORAGE CENTER	UNICOM	KENAI RADIO
132.5 226.8	126.2 (CTAF)	122.1

NOTE: MILITARY CERTIFIED AIRCREW OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.

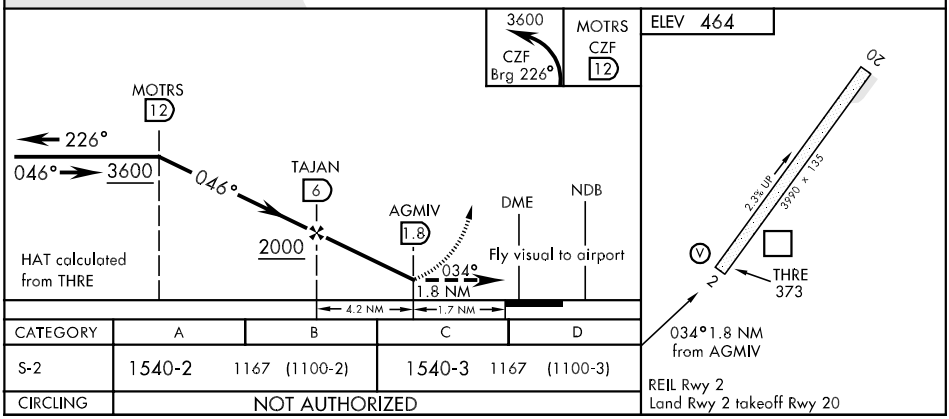
Night Operations are Not Authorized.

CAUTION: Final Approach Course intersects extended runway centerline 4,545' prior to threshold.

CAUTION: Uncontrolled Airspace below 700' AGL within 7 NM of Cape Romanzof airport.



CAUTION: Successful go-around improbable if initiated beyond the MAP.



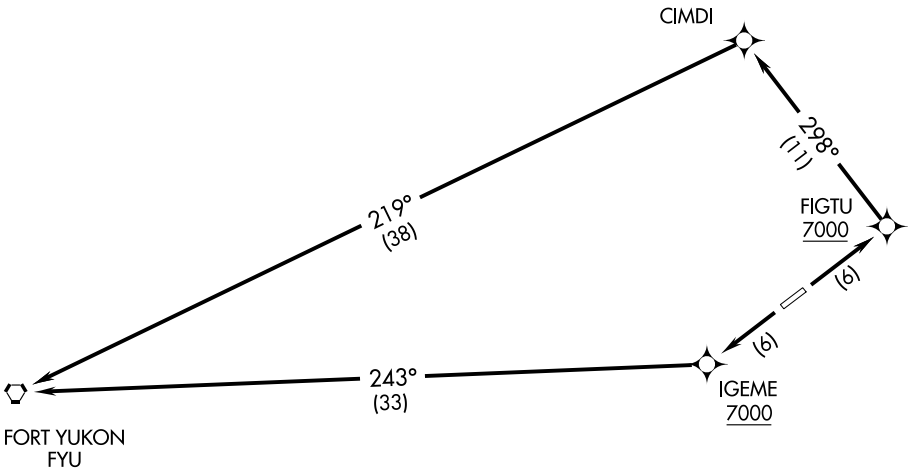
CATEGORY	A	B	C	D
S-2	1540-2 1167 (1100-2)		1540-3 1167 (1100-3)	
CIRCLING	NOT AUTHORIZED			

REIL Rwy 2
Land Rwy 2 takeoff Rwy 20

AK, 17 DEC 2009 to 11 FEB 2010

FORTU ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
135.0 225.4
CTAF
122.9
FORT YUKON AWOS-3
125.8



TAKE-OFF MINIMUMS:
Rwy 3, 21: Standard.

NOTE:
1. GPS Required
2. RNAV 1

TAKE-OFF OBSTACLES:

Rwy 3: Tree 330′ from DER, 355′ left of centerline, 15′ AGL/564′ MSL.
Tree 1291′ from DER, 191′ right of centerline, 15′ AGL/564′ MSL.
Rwy 21: Tree 237′ from DER, 92′ left of centerline, 15′ AGL/564′ MSL.
Tree 692′ from DER, 346′ left of centerline, 15′ AGL/564′ MSL.
Tree 909′ from DER, 472′ right of centerline, 15′ AGL/564′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 7000 or ATC assigned higher altitude direct FIGTU and via track 298° to CIMDI, and via track 219° to FYU VORTAC.

TAKE-OFF RUNWAY 21: Climb to 7000 or ATC assigned higher altitude direct IGEME and via track 243° to FORT YUKON VORTAC.

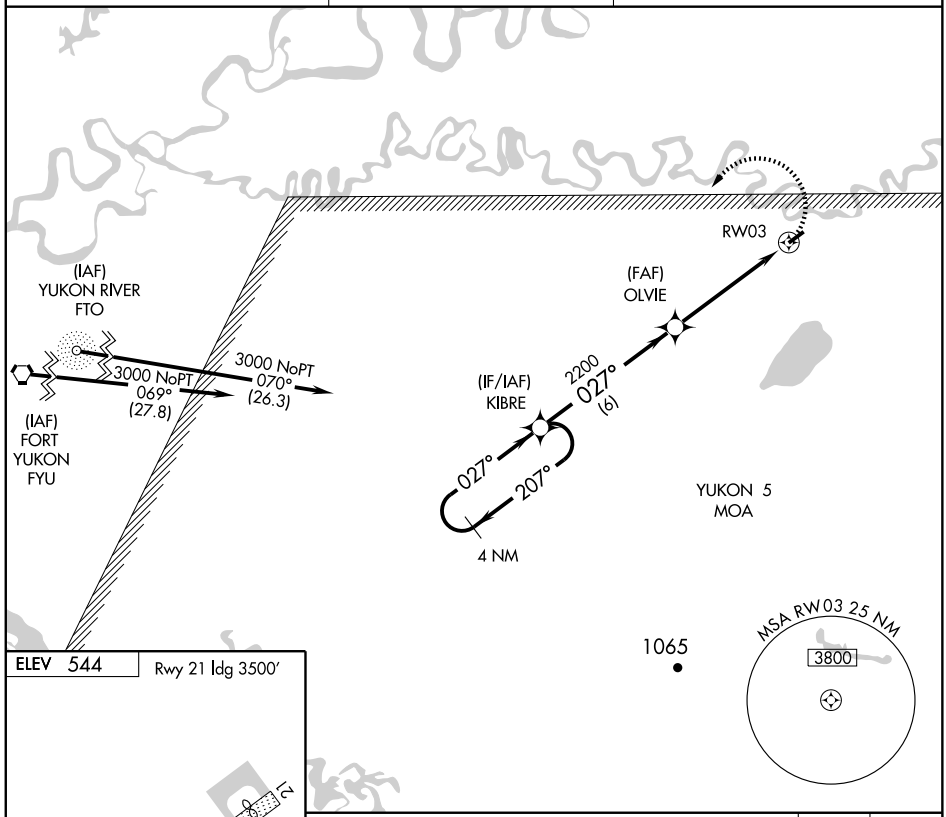
APP CRS	Rwy Idg	4000
027°	TDZE	538
	Apt Elev	544

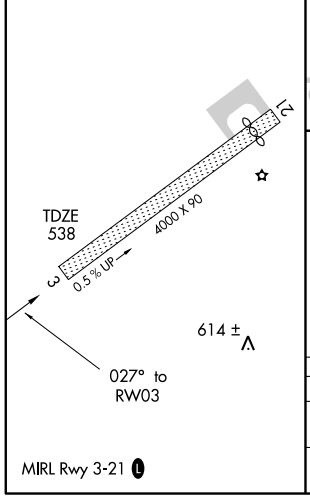
RNAV (GPS) RWY 3
CHALKYITSIK (CIK) (PACI)

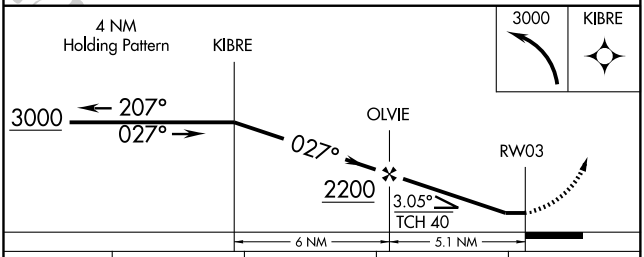
DME/DME RNP-0.3 NA.
Use Fort Yukon altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct KIBRE and hold.

FORT YUKON AWOS-3	ANCHORAGE CENTER	CTAF
125.8	135.0 225.4	122.9







CATEGORY	A	B	C	D
LNAV MDA	1020-1 482 (500-1)		1020-1¼ 482 (500-1¼)	NA
CIRCLING	1120-1 576 (600-1)	1180-1 636 (700-1)	1220-2 676 (700-2)	NA

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APP CRS	Rwy Idg	3500
208°	TDZE	541
	Apt Elev	544

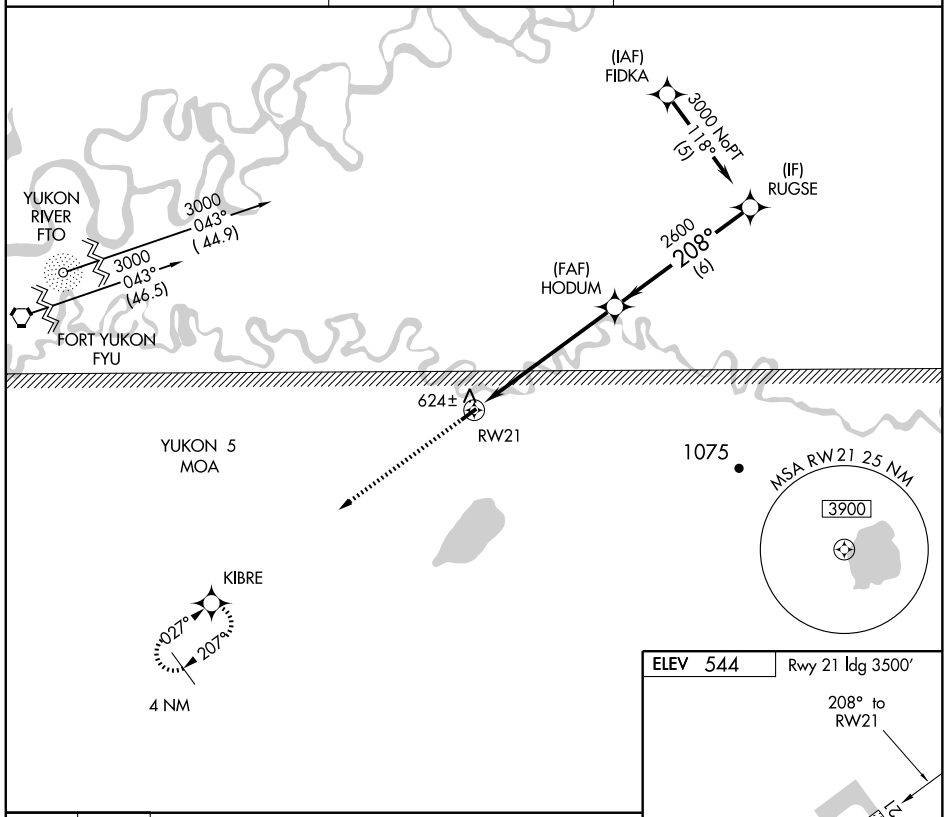
RNAV (GPS) RWY 21
CHALKYITSIK (CIK) (PACI)

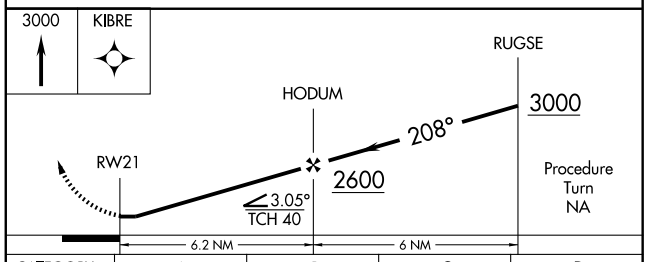
DME/DME RNP-0.3 NA.
Use Fort Yukon altimeter setting.

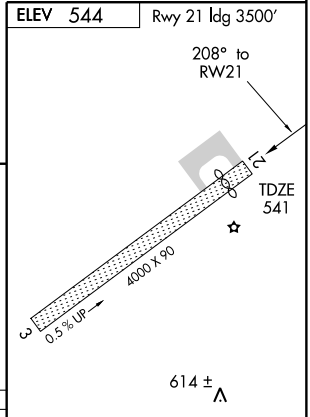
NA

MISSED APPROACH: Climb to 3000 direct KIBRE and hold.

FORT YUKON AWOS-3	ANCHORAGE CENTER	CTAF
125.8	135.0 225.4	122.9 L





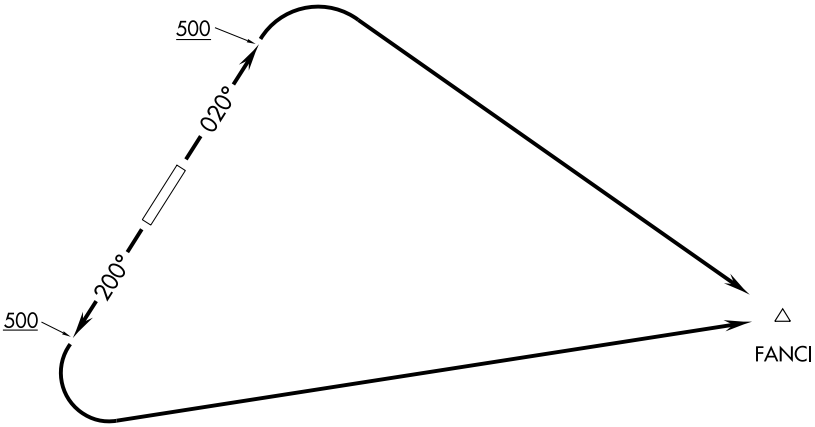


CATEGORY	A	B	C	D
LNAV MDA	1040-1 499 (500-1)		1040-1¼ 499 (500-1¼)	NA
CIRCLING	1120-1 576 (600-1)	1180-1 636 (700-1)	1220-2 676 (700-2)	NA

AK. 17 DEC 2009 to 11 FEB 2010

FANCI ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
124.5 226.8
CTAF
123.0



TAKE-OFF MINIMUMS:
Rwys 2, 20: Standard.

NOTE: GPS required.
NOTE: RNAV 1.

TAKE-OFF OBSTACLE NOTES:
Rwy 2: Vegetation beginning 76′ from DER, 210′ left of centerline, up to 15′ AGL/89′ MSL.
Rwy 20: Vegetation beginning 71′ from DER, 231′ left of centerline, up to 15′ AGL/89′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb heading 020° to 500 then right turn to 2000 or ATC assigned higher altitude, direct FANCI.
TAKE-OFF RWY 20: Climb heading 200° to 500 then left turn to 2000 or ATC assigned higher altitude, direct FANCI.

AK, 17 DEC 2009 to 11 FEB 2010

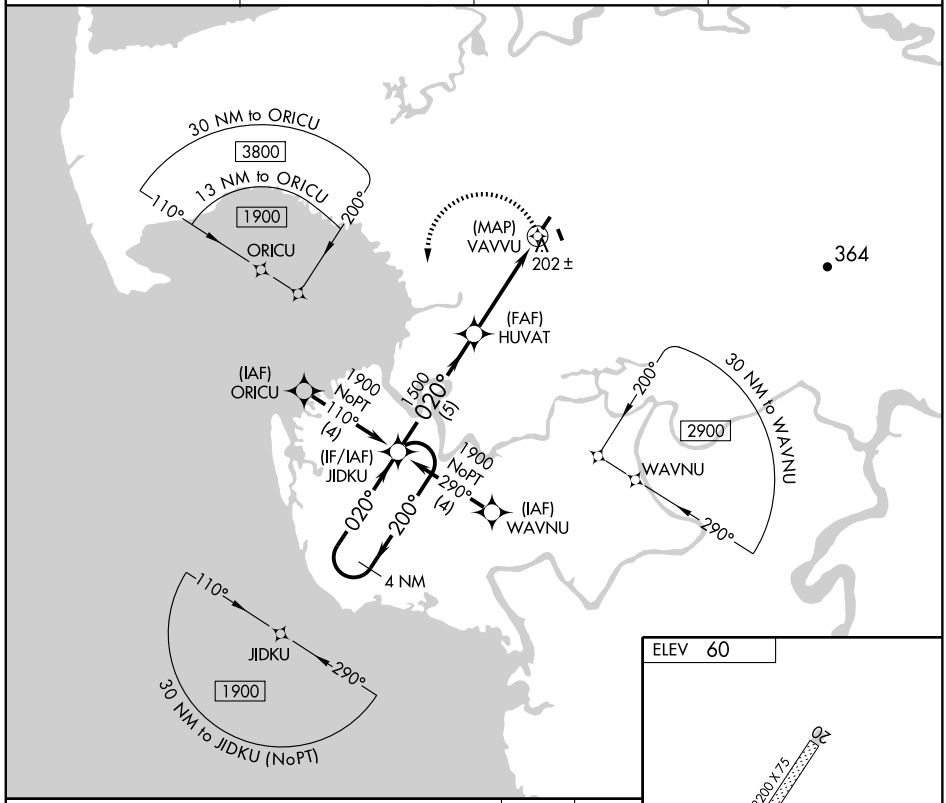
APP CRS	Rwy Idg	3200
020°	TDZE	47
	Apt Elev	60

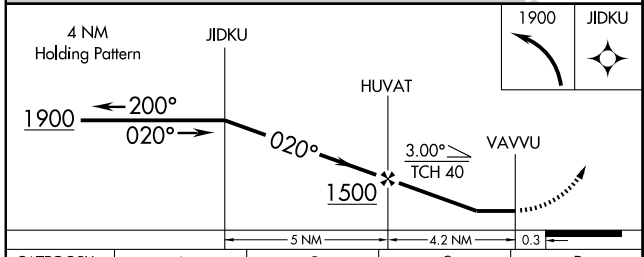
RNAV (GPS) RWY 2
CHEVAK (VAK)(PAVA)

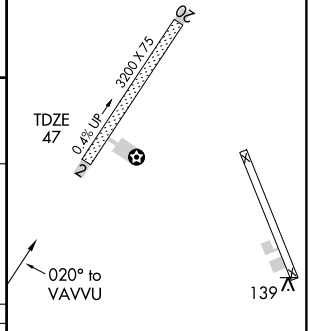
Procedure NA at night. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 1900 direct JIDKU and hold.

AWOS-3	ANCHORAGE CENTER	UNICOM	CTAF
120.625	124.5 226.8	122.8	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	460-1	413 (400-1)	NA	
CIRCLING	520-1	460 (500-1)	NA	

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3200
200°	TDZE	47
	Apt Elev	60

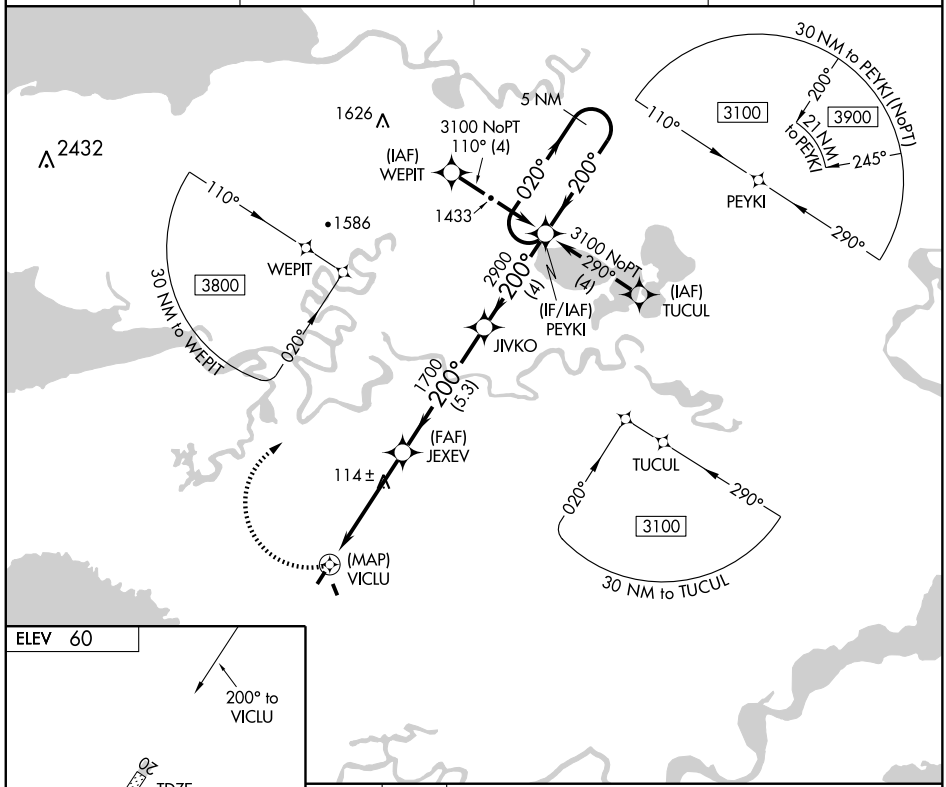
RNAV (GPS) RWY 20

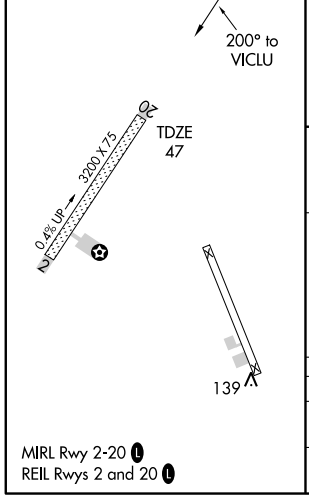
CHEVAK (VAK)(PAVA)

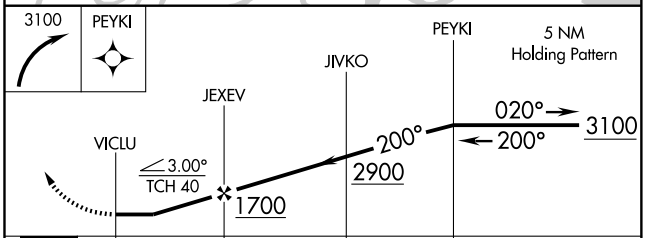
Procedure NA at night. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3100 direct PEYKI and hold.

AWOS-3	ANCHORAGE CENTER	UNICOM	CTAF
120.625	124.5 226.8	122.8	123.0 L





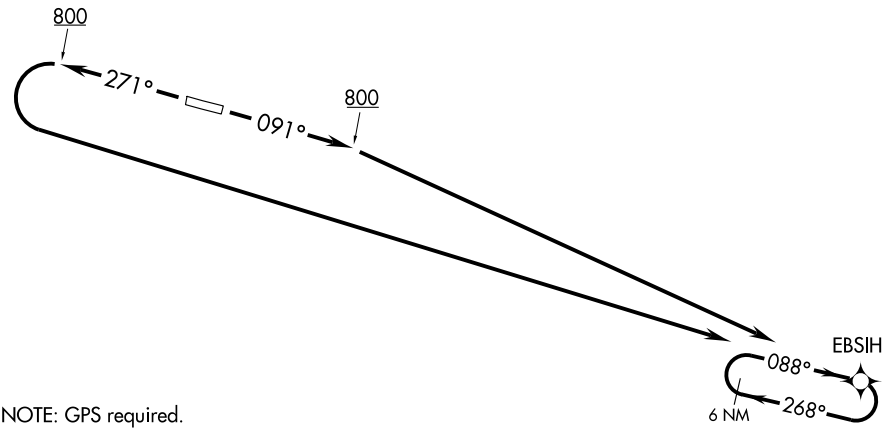


CATEGORY	A	B	C	D
LNAV MDA	460-1	413 (400-1)	NA	
CIRCLING	520-1	460 (500-1)	NA	

AK, 17 DEC 2009 to 11 FEB 2010

EBSIH ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
118.15 251.05



NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 9: 300-1½ or standard with minimum climb of 283′ per NM to 600.
Rwy 27: 300-1 or standard with minimum climb of 624′ per NM to 600.

TAKE-OFF OBSTACLE NOTES

Rwy 9: Trees beginning 312′ from DER, 10′ left of centerline, up to 75′ AGL/424′ MSL.
Trees 5324′ from DER, 205′ right of centerline, 75′ AGL/420′ MSL.
Rwy 27: Windsock 313′ from DER, 357′ left of centerline, 28′ AGL/268′ MSL.
Trees beginning 1845′ from DER, 114′ left of centerline, up to 45′ AGL/ 295′ MSL.
Pole 2376′ from DER, 531′ left of centerline, 58′ AGL/308′ MSL.
Vehicle on road 176′ from DER, 427′ right of centerline, 15′ AGL/254′ MSL.
Trees beginning 271′ from DER, 185′ right of centerline, up to 72′ AGL/324′ MSL.
Building 2485′ from DER, 489′ right of centerline, 30′ AGL/314′ MSL.
Poles beginning 2517′ from DER, 243′ right of centerline, up to 74′ AGL/324′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 091° to 800, then climbing right turn direct EBSIH WP, Thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 271° to 800, then climbing left turn direct EBSIH WP, Thence. . . .

. . . . climb in EBSIH WP holding pattern to at or above MEA/MCA for assigned route of flight. Expect filed altitude 10 minutes after departure.

AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3401
CH 48814	091°	TDZE	244
W09A		Apt Elev	244

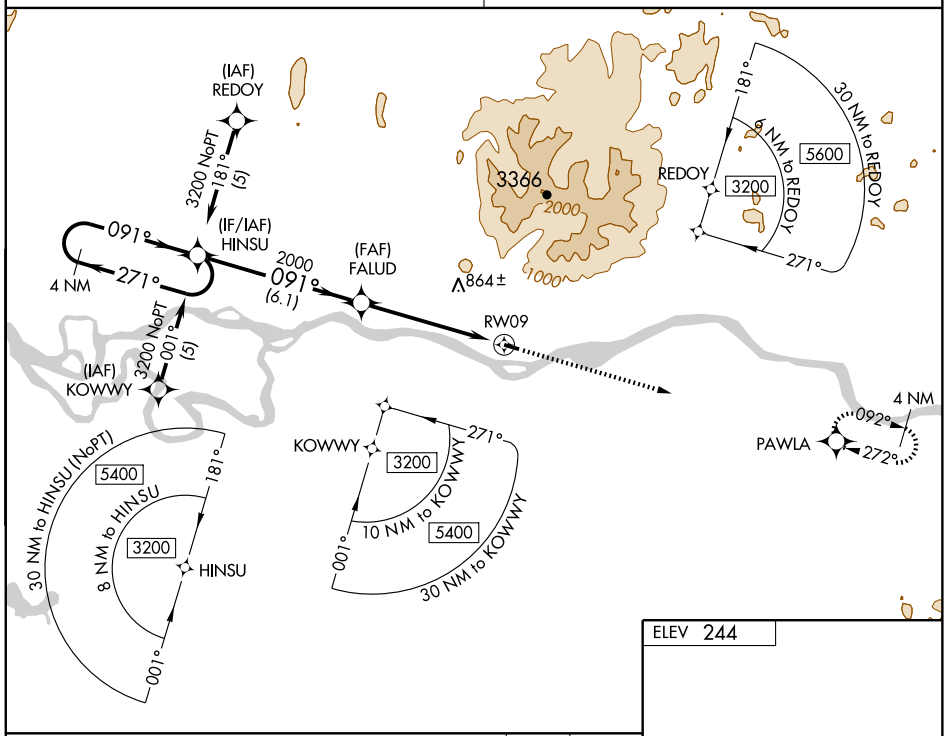
RNAV (GPS) RWY 9

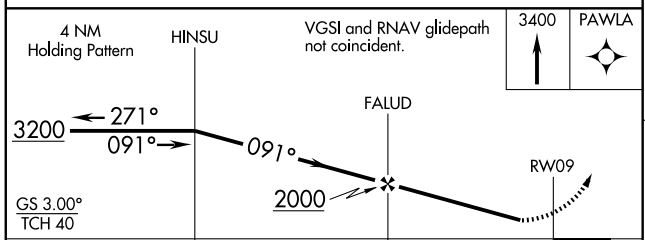
CHUATHBALUK (9A3) (PACH)

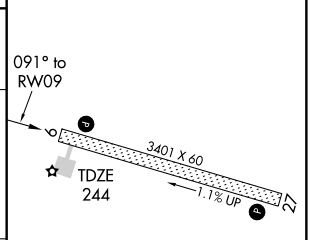
Circling NA north of Rwy 9-27. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
NA Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LPV all Cats visibility ¼ mile, and increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3400 direct PAWLA and hold.

ANCHORAGE CENTER	CTAF
118.15 251.05	122.9 L







CATEGORY	A	B	C	D
LPV DA	652-1½ 408 (500-1½)			NA
LNAV MDA	1000-1 756 (800-1)	1000-1¼ 756 (800-1¼)	1000-2¼ 756 (800-2¼)	NA
CIRCLING	1000-1 756 (800-1)	1000-1¼ 756 (800-1¼)	1000-2¼ 756 (800-2¼)	NA

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3401
CH 93514	272°	TDZE	238
W27A		Apt Elev	244

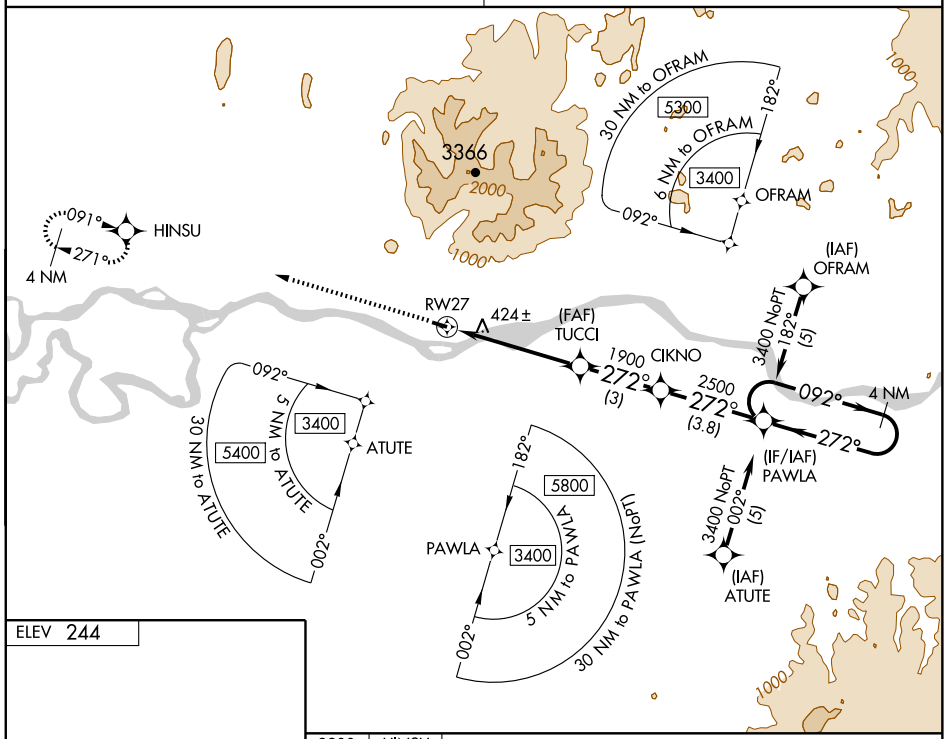
RNAV (GPS) RWY 27

CHUATHBALUK (9A3) (PACH)

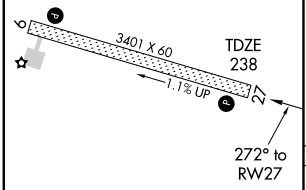
Circling NA north of Rwy 9-27. DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LNAV and circling Cats A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct HINSU and hold.

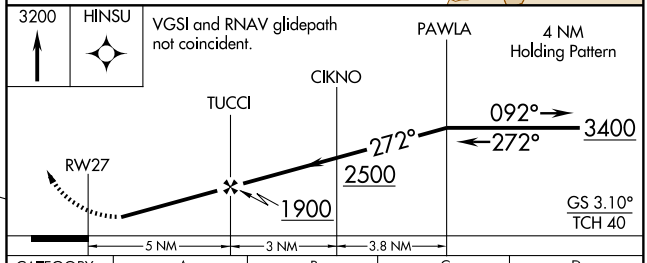
ANCHORAGE CENTER	CTAF
118.15 251.05	122.9 L



ELEV 244



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
LPV DA	759-2 521 (600-2)			NA
LNAV MDA	1100-1 862 (900-1)	1100-1¼ 862 (900-1¼)	1100-2½ 862 (900-2½)	NA
CIRCLING	1100-1 856 (900-1)	1100-1¼ 856 (900-1¼)	1100-2½ 856 (900-2½)	NA

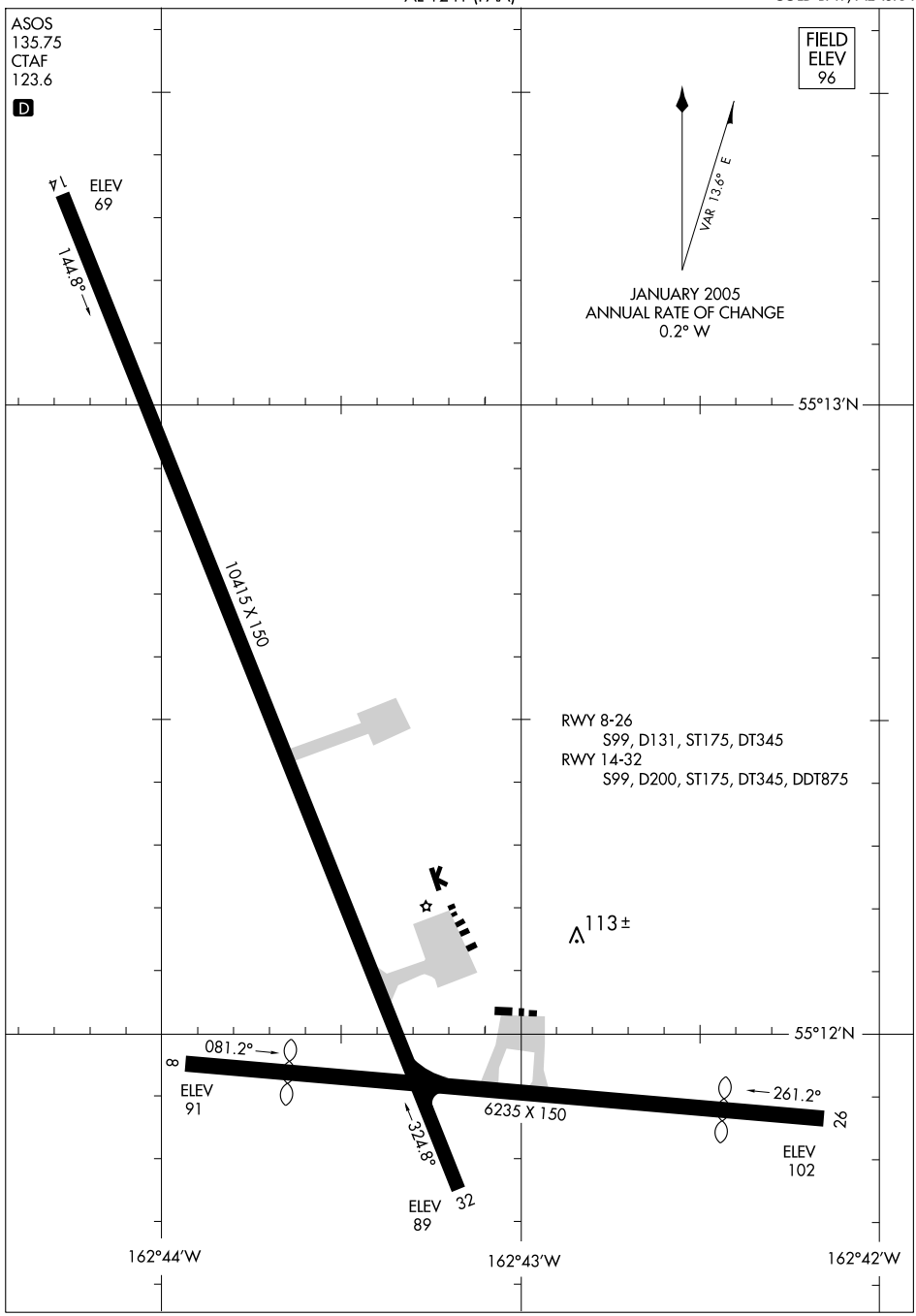
AK. 17 DEC 2009 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-1241 (FAA)

COLD BAY (CDB) (PACD)
COLD BAY, ALASKA



AK, 17 DEC 2009 to 11 FEB 2010

HI-ILS or LOC /DME RWY 14

LOC I-CDB	APCH CRS	Rwy ldg	10,415
110.3	144°	TDZE	74
		Arpt Elev	96

JAL-1241 [USAF]

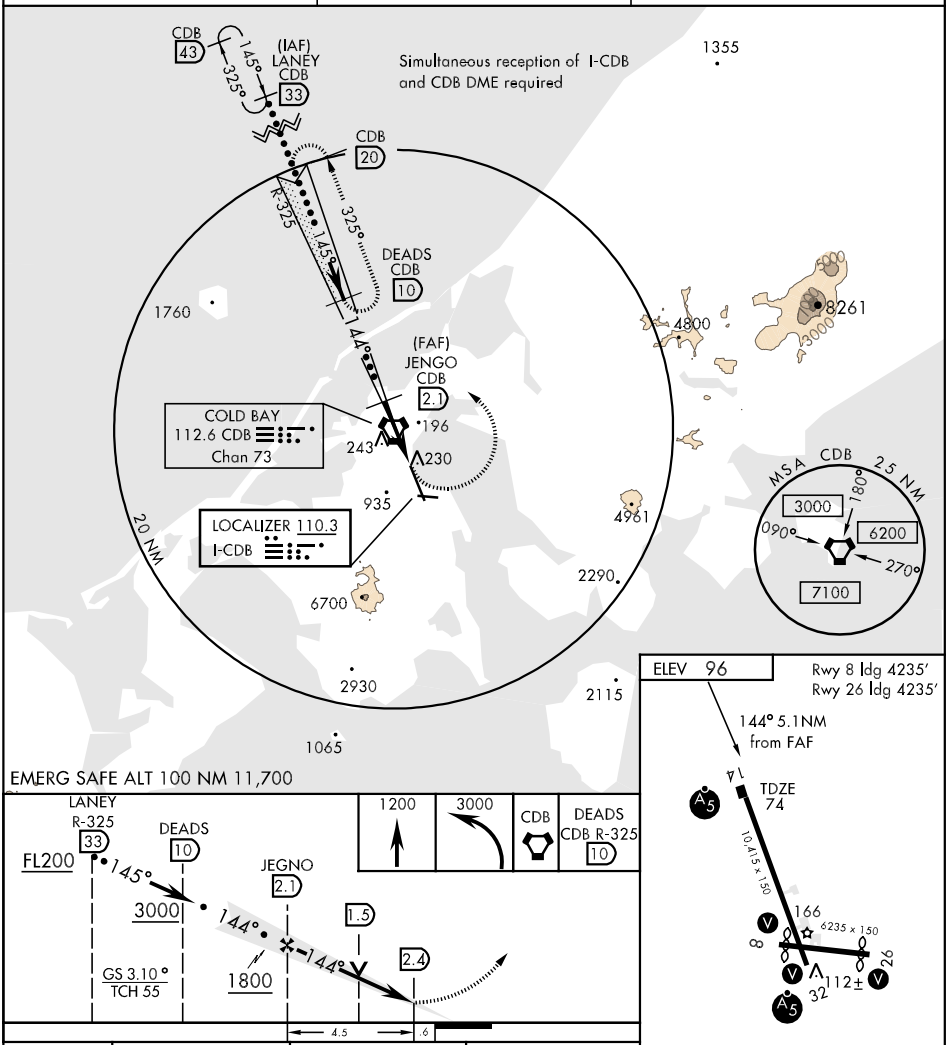
COLD BAY (PACD)

▼* When ALS inop, increase vis ½ mile.
** Circling not authorized SW of Rwy 14-32. When VGSI inop, circling to RWY 26 and 32 not authorized at night.

MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct CDB VORTAC, then via CDB R-325 to DEADS 10 DME fix and hold.

ANCHORAGE CENTER	COLD BAY RADIO	ASOS
118.5 278.3	123.6	135.75



CATEGORY	C	D	E
S-ILS 14*	539/50 465 (500-1)		
S-LOC 14*	600/50 526 (600-1)	600/60 526 (600-1¼)	
CIRCLING **	600-1½ 498 (500/1½)	660-2 558 (600-2)	

HIRL all Rwy

FAF to MAP 4.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

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HI-VOR/DME or TACAN RWY 14

VORTAC CDB	APCH CRS	Rwy ldg	10,415
112.6	141°	TDZE	74
Chan 73		Arpt Elev	96

JAL-1241 [USAF]

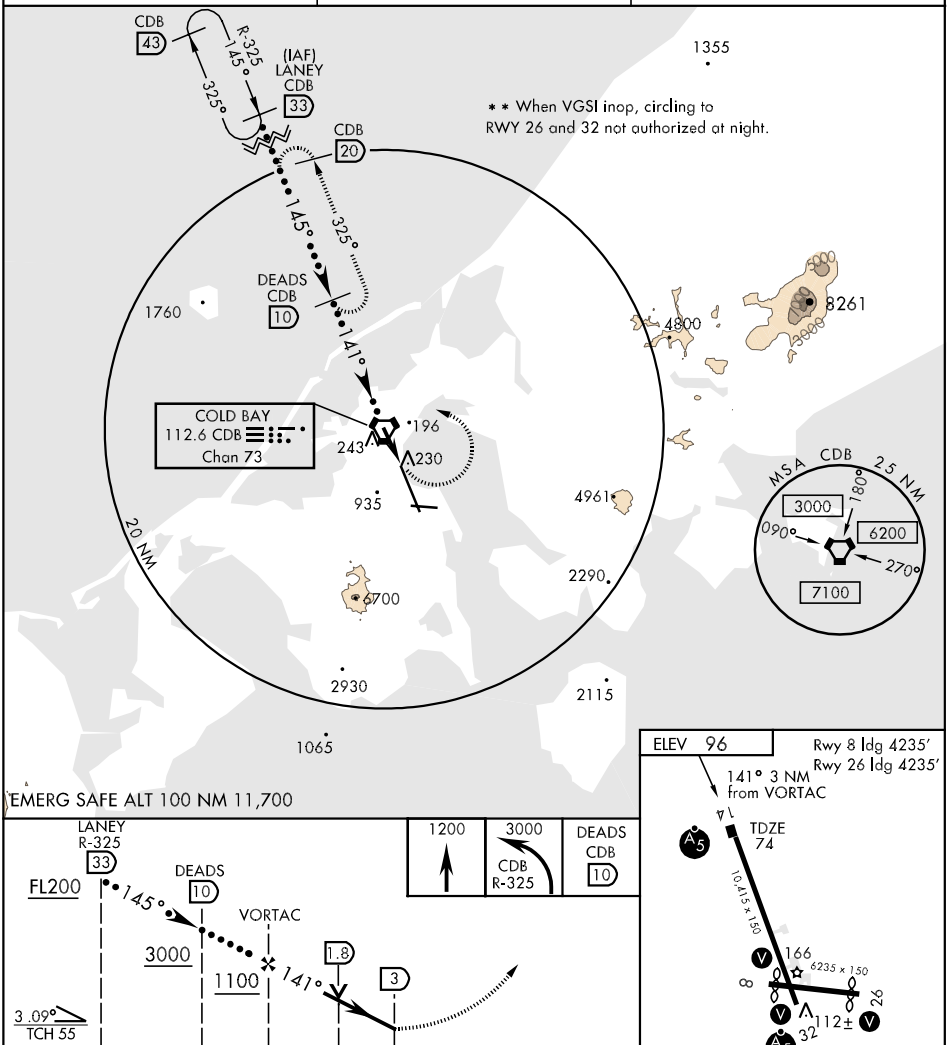
COLD BAY (PACD)

T * When ALS inop, increase vis ½ mile.
** Circling not authorized SW of Rwy 14-32.

MALSR

MISSED APPROACH: Climbing to 1200, then climbing left turn to 3000 direct CDB VORTAC, then via CDB R-325 to DEADS 10 DME fix and hold..

ANCHORAGE CENTER	COLD BAY RADIO	ASOS
118.5 278.3	123.6	135.75



CATEGORY	C	D	E
S-VOR/DME, TAC 14 *	520/40 446 (500-¾)	520/50 446 (500-1)	
CIRCLING **	560-1½ 458 (500/1½)	660-2 558 (600-2)	

HIRL all Rwy

AK, 17 DEC 2009 to 11 FEB 2010

LOC I-CDB	APP CRS	Rwy Idg	10415
110.3	144°	TDZE	74
		Apt Elev	96

ILS or LOC/DME RWY 14

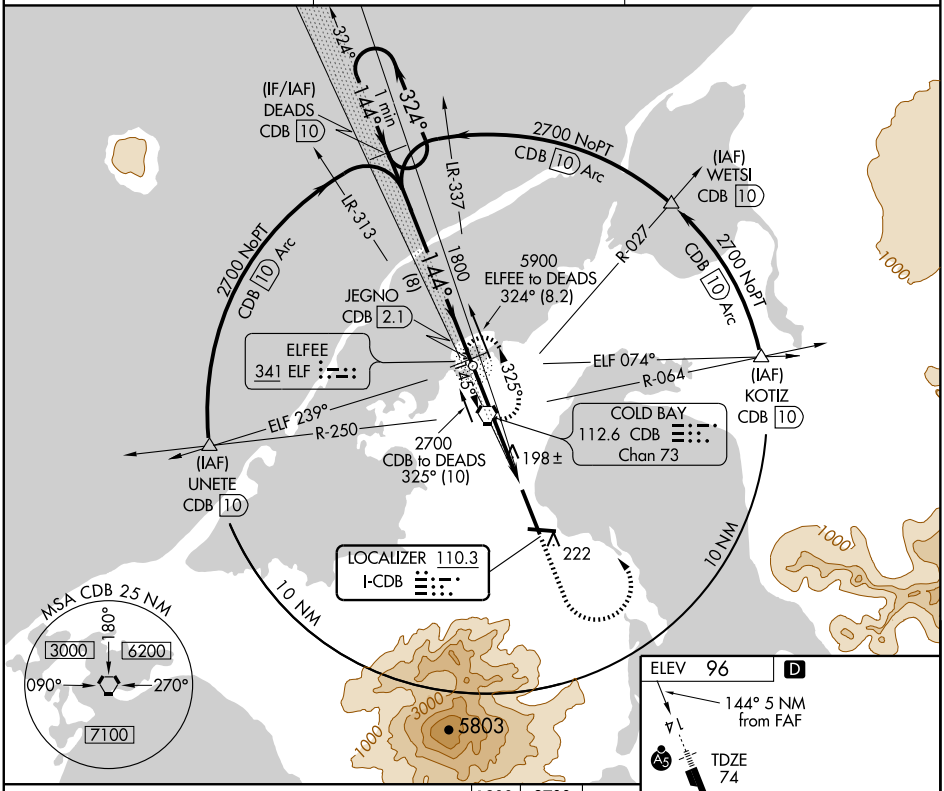
COLD BAY (CDB) (PACD)

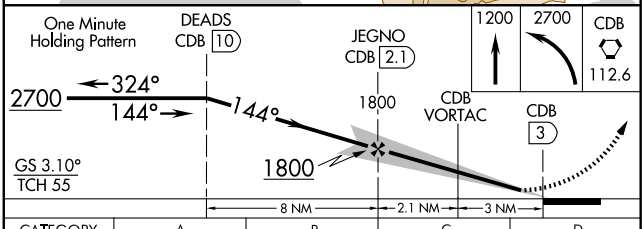
T Circling NA for Cats C and D southwest of Rwy 14-32.
DME from CDB VORTAC. Simultaneous reception of I-CDB and CDB DME required.
Circling NA for Cats A and B SW of Rwy 14-32 at night.
When VGSI inoperative, circling Rwys 26 and 32 not authorized at night.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

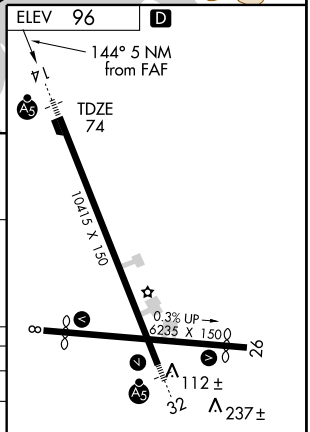
MALSR A5

MISSED APPROACH: Climb to 1200, then climbing left turn to 2700 direct CDB VORTAC and hold, continue climb-in-hold to 2700.

ASOS	ANCHORAGE CENTER	COLD BAY RADIO
135.75	118.5 278.3	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 14	*274/24 200 (200-½)			
S-LOC 14	500/24 426 (500-½)		500/40 426 (500-¾)	
CIRCLING	540-1 444 (500-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	660-2 564 (600-2)

HIRL all Rwys L

AK. 17 DEC 2009 to 11 FEB 2010

LOC I-CDB	APP CRS	Rwy Idg	10415
110.3	324°	TDZE	89
		Apt Elev	96

LOC/DME BC RWY 32

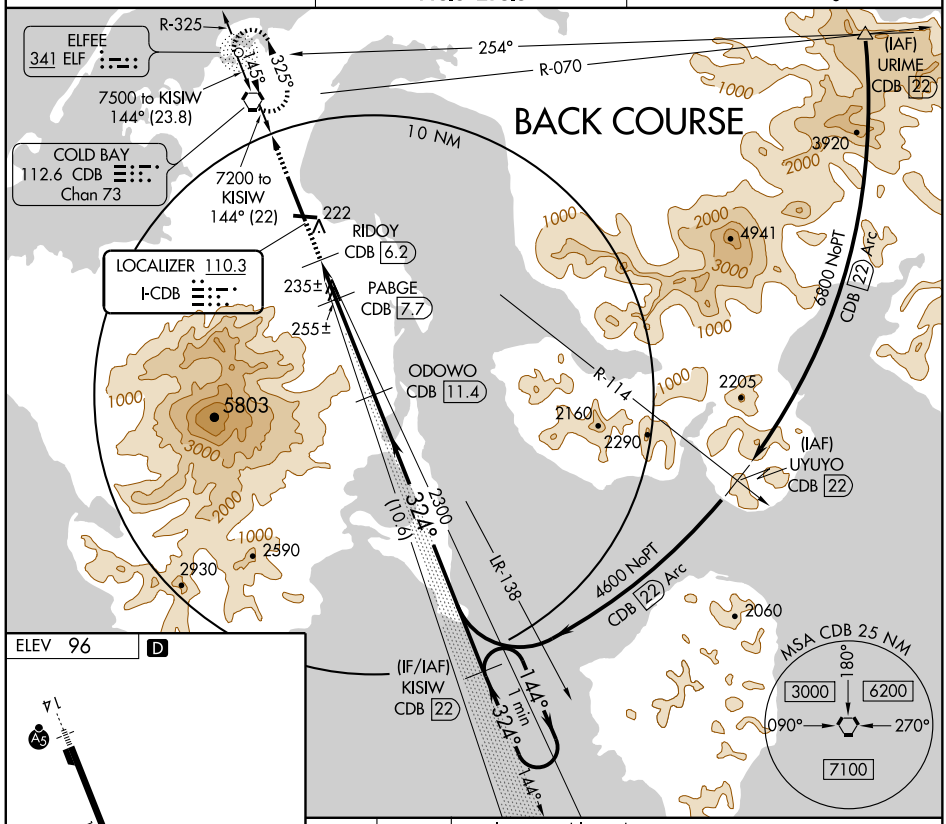
COLD BAY (CDB) (PACD)

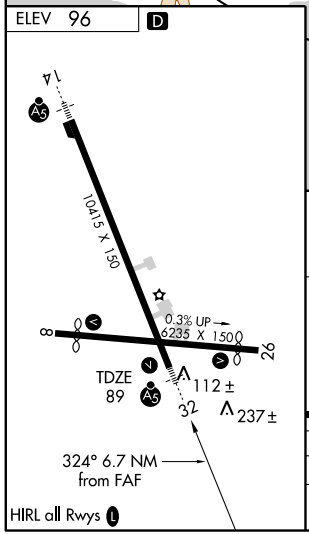
When VGSI inoperative, circling Rwy 26 and straight-in/circling Rwy 32 NA at night.
Circling NA for Cats A and B southwest of Rwy 14-32 at night.
Circling NA for Cats C and D southwest of Rwy 14-32.
DME from CDB VORTAC. Simultaneous reception of I-CDB and CDB DME required.
Visibility reduction by helicopters NA.

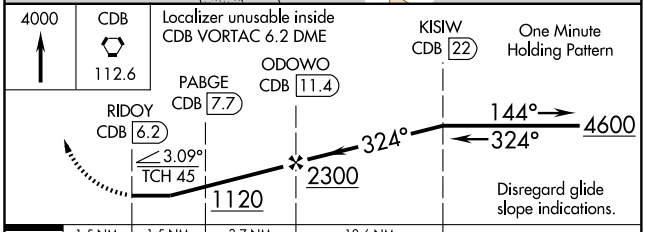
MALSR

MISSED APPROACH: Climb to 4000 direct CDB VORTAC and hold, continue climb-in-hold to 4000.

ASOS	ANCHORAGE CENTER	COLD BAY RADIO
135.75	118.5 278.3	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-32	540-1¼ 451 (500-1¼)			
CIRCLING	540-1¾ 444 (500-1¾)	560-1¾ 464 (500-1¾)		660-2 564 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10415
CH 45612	144°	TDZE	74
W14A		Apt Elev	96

RNAV (GPS) RWY 14
COLD BAY (CDB) (PACD)

T W When VGSI inoperative, circling Rwy 26 and 32 NA at night.
Circling NA for Cats C and D southwest of Rwy 14-32.
DME/DME RNP- 0.3 NA.
Circling NA for Cats A and B southwest of Rwy 14-32 at night.

MALSR A5

MISSED APPROACH: Climb to 4100 direct PABGE and via track 132° to AFVEK and hold, continue climb-in-hold to 4100.

ASOS	ANCHORAGE CENTER	COLD BAY RADIO
135.75	118.5 278.3	123.6 (CTAF) L

SAFKO
BINAL
3700 216° (30.1)
3700 219° (30.6)
4 NM
144° 324°
3000 NoPT 234° (6)
(IAF) RORAQ
3000 283° (7)
GLENT
(IF/IAF) DEADS
3000 NoPT 061° (8.1)
(IAF) GENFU
4100 037° (22.8)
CHUNA
1800 144° (8)
3000 to DEADS 324° (8.2)
(FAF) JEGNO
ELFEE ELF
COLD BAY CDB 214±
3000 to DEADS 325° (10)
MSA RW14 25 NM
7100
RW14
222
4100 to DEADS 320° (29)
PABGE
132°
AFVEK
4000±
1000
2000
3000

MISSED APCH FIX
AFVEK 140° 320° 5 NM

ELEV 96 D
144° to RW14
TDZE 74
10415 X 150
0.3% UP
6235 X 1500
26
32
112±
237±
HIRL all Rwys L

4 NM Holding Pattern
DEADS
JEGNO
3000
324°
144°
144°
1800
GS 3.10°
TCH 55
8 NM
3.8 NM
1.2
4100
PABGE
trk 132°
AFVEK
*LNAV only
*1.2 NM to RW14
RW14

CATEGORY	A	B	C	D
LPV DA	324/24	250 (300-½)		
LNAV MDA	520/24	446 (500-½)	520/40 446 (500-¾)	520/50 446 (500-1)
CIRCLING	540-1 444 (500-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	660-2 564 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

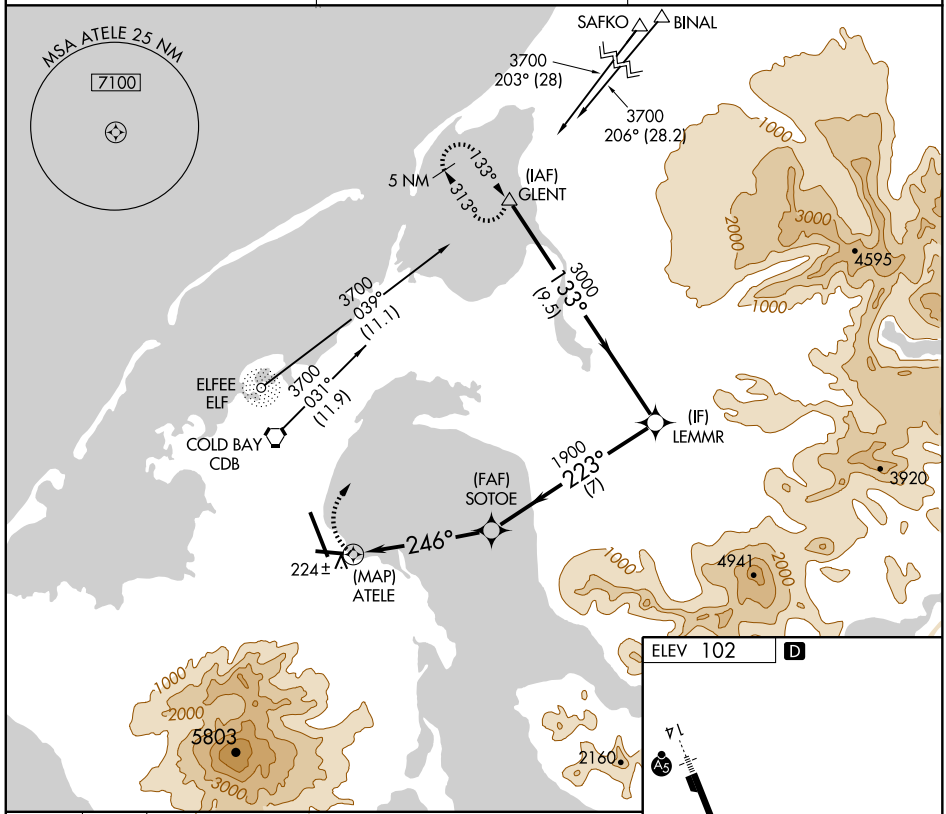
APP CRS	Rwy Idg	4235
246°	TDZE	96
	Apt Elev	102

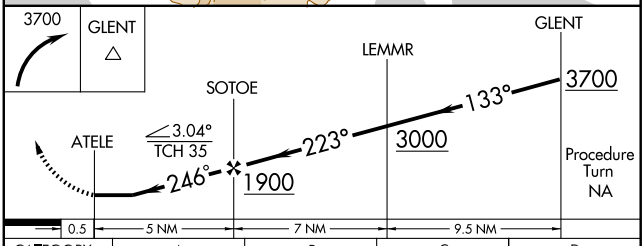
RNAV (GPS) RWY 26
COLD BAY (CDB) (PACD)

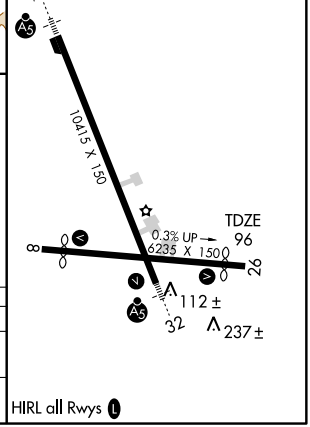
Circling NA for Cats A and B southwest of Rwy 14-32 at night.
Circling NA for Cats C and D southwest of Rwy 14-32.
When VGSI inoperative, circling Rwy 32 and straight-in/circling Rwy 26 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3700 direct GLENT and hold, continue climb-in-hold to 3700.

ASOS	ANCHORAGE CENTER	COLD BAY RADIO
135.75	118.5 278.3	123.6 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1 444 (500-1)		540-1¼ 444 (500-1¼)	540-1½ 444 (500-1½)
CIRCLING	540-1 438 (500-1)	560-1 458 (500-1)	560-1½ 458 (500-1½)	660-2 558 (600-2)

HIRL all Rwys L

AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10415
CH 49106	324°	TDZE	89
W32A		Apt Elev	96

RNAV (GPS) RWY 32

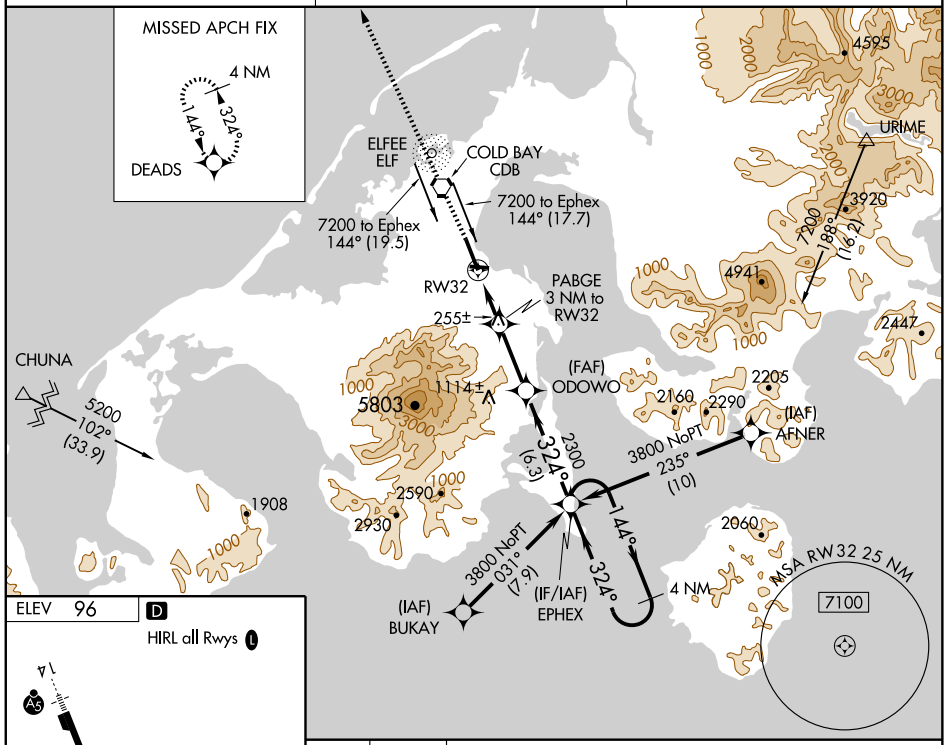
COLD BAY (CDB) (PACD)

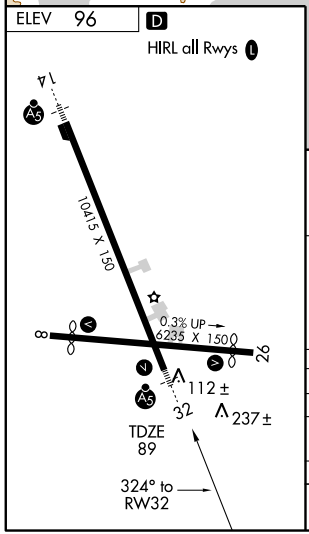
When VGSI inoperative, circling Rwy 26 and straight-in/circling Rwy 32 NA at night. Inoperative table does not apply to LPV. Inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR, increase LNAV Cats C and D visibility to 1¼. Circling NA for Cats C and D SW of RWY 14-32. Circling NA for Cats A and B SW of RWY 14-32 at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

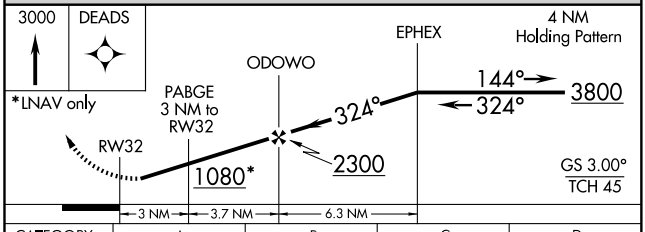
MALSR

MISSED APPROACH: Climb to 3000 direct DEADS and hold.

ASOS	ANCHORAGE CENTER	COLD BAY RADIO
135.75	118.5 278.3	123.6 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		339-1	250 (300-1)	
LNAV/VNAV DA		497-1	408 (500-1)	
LNAV MDA		500-1	411 (500-1)	
CIRCLING	540-1 444 (500-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	660-2 564 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

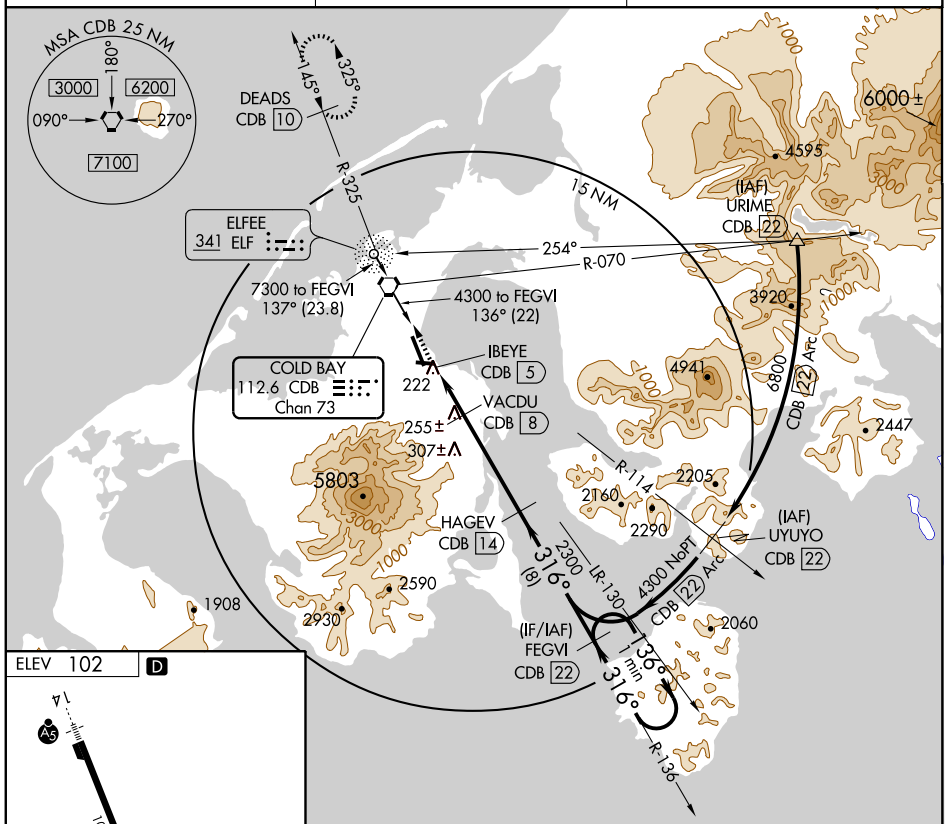
VORTAC CDB 112.6 Chan 73	APP CRS 316°	Rwy Idg N/A TDZE N/A Apt Elev 102

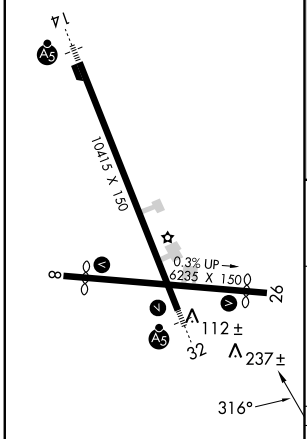
VOR/DME or TACAN-A
COLD BAY (CDB) (PACD)

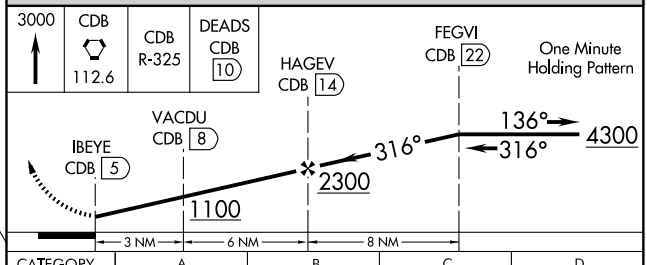
T Circling not authorized for Cats A and B southwest of Rwy14-32 at night. Circling not authorized for Cats C and D southwest of Rwy 14-32. When VGSI inoperative, circling Rwy 26 and 32 not authorized at night.

MISSED APPROACH: Climb to 3000 direct CDB VORTAC and via CDB R-325 to DEADS/10 DME and hold.

ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	560-1 458 (500-1)		560-1½ 458 (500-1½)	660-2 558 (600-2)

HIRL all Rwys L

AK. 17 DEC 2009 to 11 FEB 2010

VORTAC CDB	APP CRS	Rwy Idg	10415
112.6	141°	TDZE	74
Chan 73		Apt Elev	102

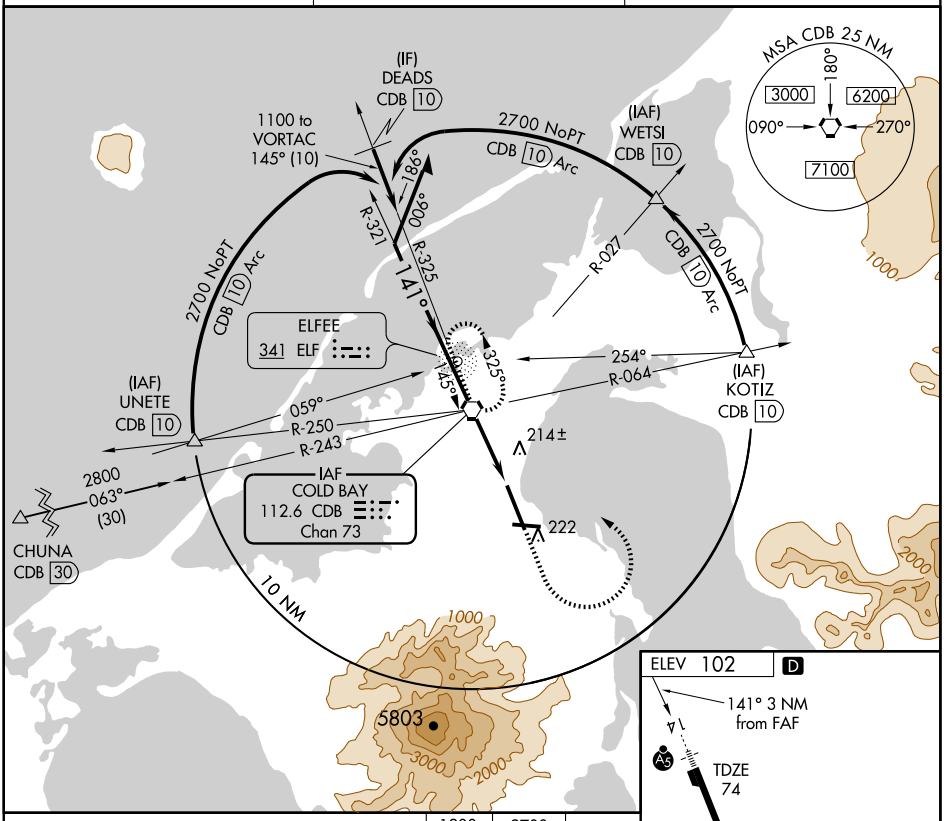
VOR RWY 14
COLD BAY (CDB) (PACD)

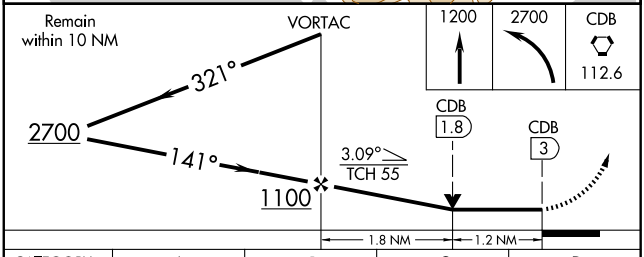
T Circling not authorized for Cats A and B southwest of Rwy 14-32 at night. Circling not authorized for Cats C and D southwest of Rwy 14-32. When VGSI inoperative, circling Rwys 26 and 32 not authorized at night.

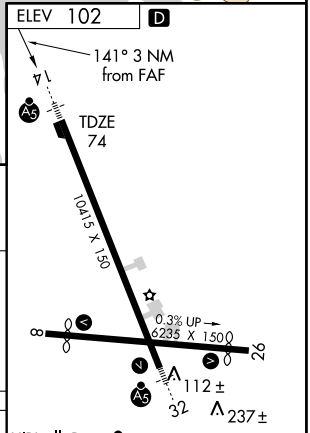
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 2700 direct CDB VORTAC and hold.

ASOS	ANCHORAGE CENTER	COLD BAY RADIO
135.75	118.5 278.3	123.6 (CTAF) L







HIRL all Rwys L

CATEGORY	A	B	C	D
S-14	520/24 446 (500-½)		520/40 446 (500-¾)	520/50 446 (500-1)
CIRCLING	540-1 438 (500-1)	560-1 458 (500-1)	560-1½ 458 (500-1½)	660-2 558 (600-2)

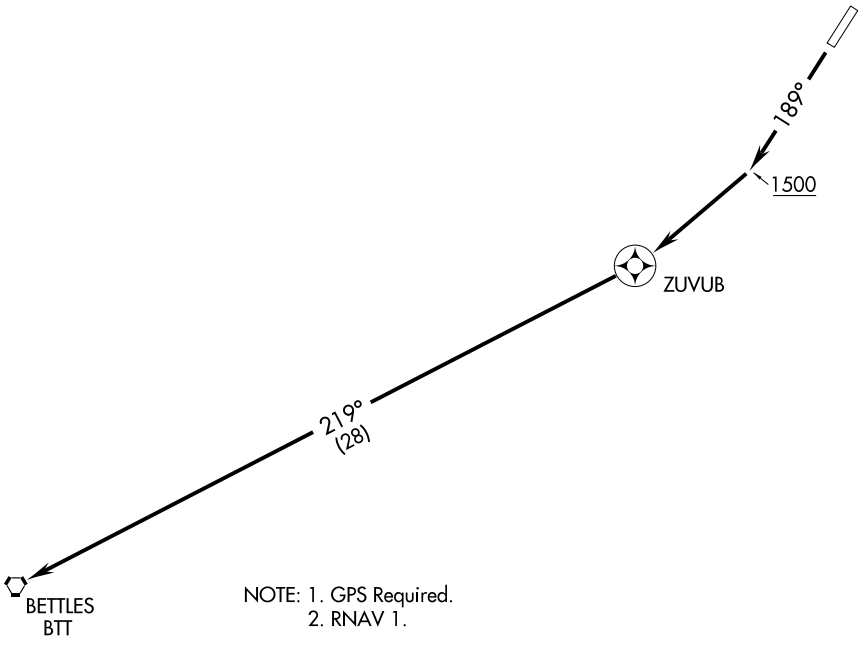
FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

AK. 17 DEC 2009 to 11 FEB 2010

BETTLES ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
124.6 352.0
ASOS
135.45
CTAF
122.9



NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF MINIMUMS
Rwy 1: NA, obstacles.
Rwy 19: Standard with minimum climb of 391′ per NM to 4300.

TAKE-OFF OBSTACLE NOTE
Rwy 19: Multiple trees beginning 2 NM from DER, 3512′ left of centerline, up to 50′ AGL/1449′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb via 189° heading to at or above 1500, then right turn direct ZUVUB, then via depicted route to BTT VORTAC, maintain 8000.

COLDFOOT, ALASKA

AL-10154 (FAA)

APP CRS	Rwy Idg	N/A
170°	TDZE	N/A
	Apt Elev	1042

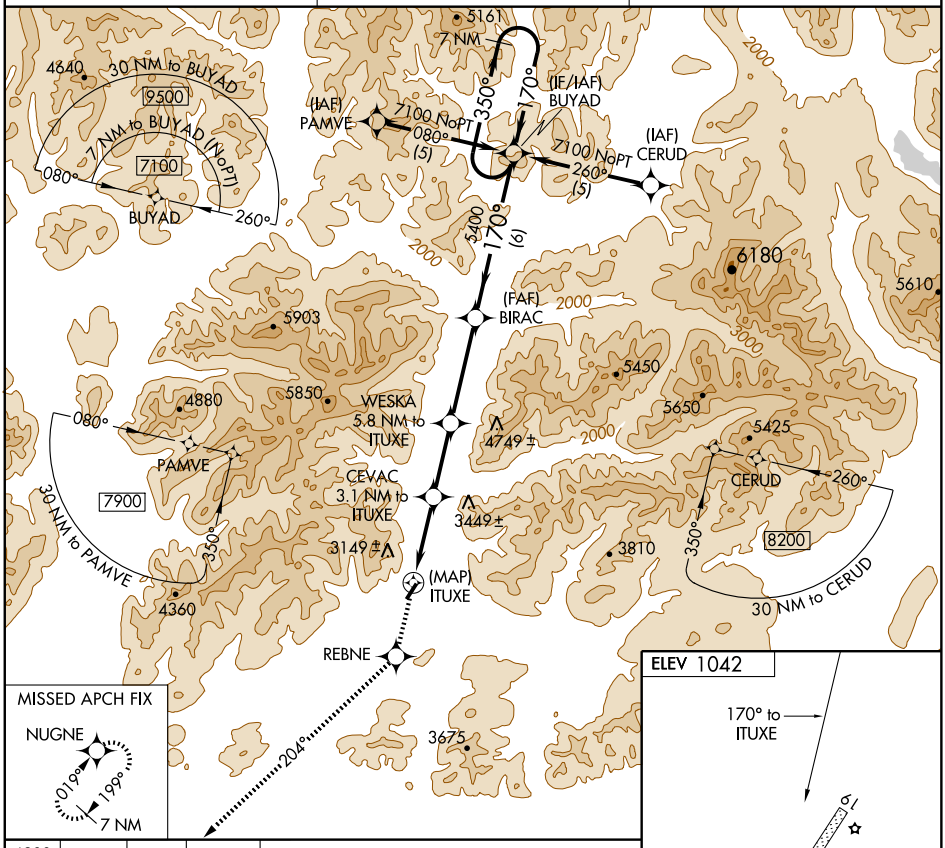
RNAV (GPS)-A

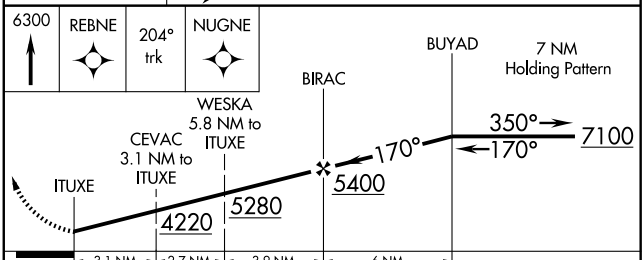
COLDFOOT (CXF) (PACX)

Circling NA for Cats B and C west of Rwy 1-19.
DME/DME RNP- 0.3 NA.
Use Bettles altimeter setting.

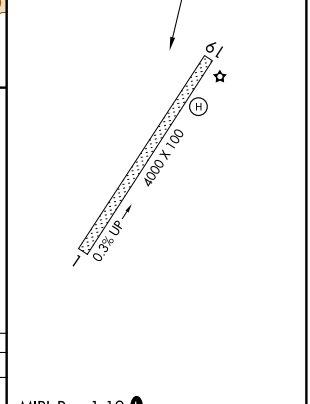
MISSED APPROACH: Climb to 6300 direct REBNE and via 204° track to NUGNE and hold.

BETTLES ASOS	ANCHORAGE CENTER	CTAF
135.45	124.6 352.0	122.9 L





CATEGORY	A	B	C	D
CIRCLING	3460-1¼ 2418 (2500-1¼)	3460-1½ 2418 (2500-1½)	3460-3 2418 (2500-3)	NA



MIRL Rwy 1-19 L

AK. 17 DEC 2009 to 11 FEB 2010

COLDFOOT, ALASKA

AL-10154 (FAA)

RNAV (GPS) RWY 1

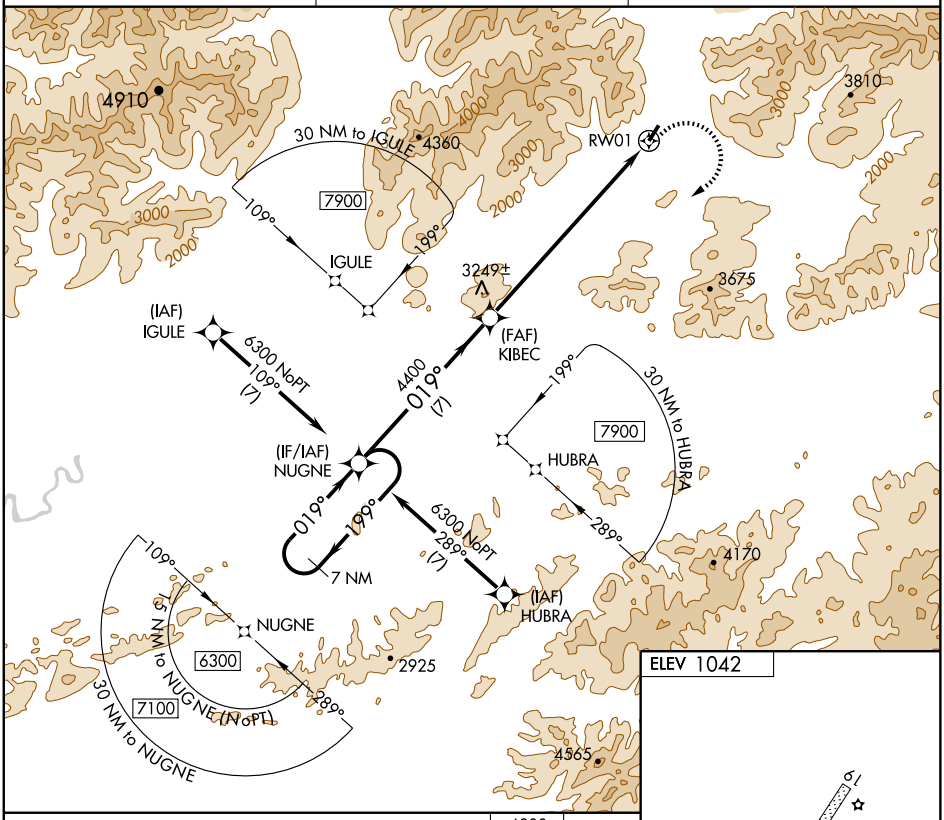
COLDFOOT (CXF) (PACX)

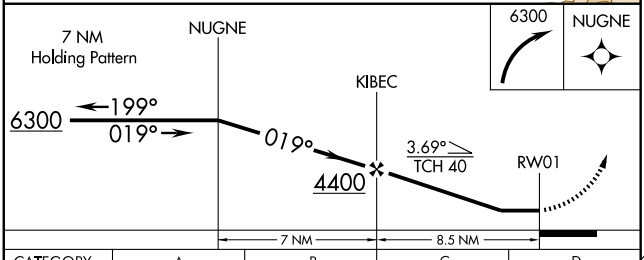
APP CRS	Rwy Idg	4000
019°	TDZE	1040
	Apt Elev	1042

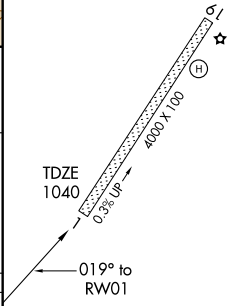
Circling NA for Cat C west of Rwy 1-19.
Use Bettles altimeter setting.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 6300 direct NUGNE and hold.

BETTLES ASOS	ANCHORAGE CENTER	CTAF
135.45	124.6 352.0	122.9 (L)



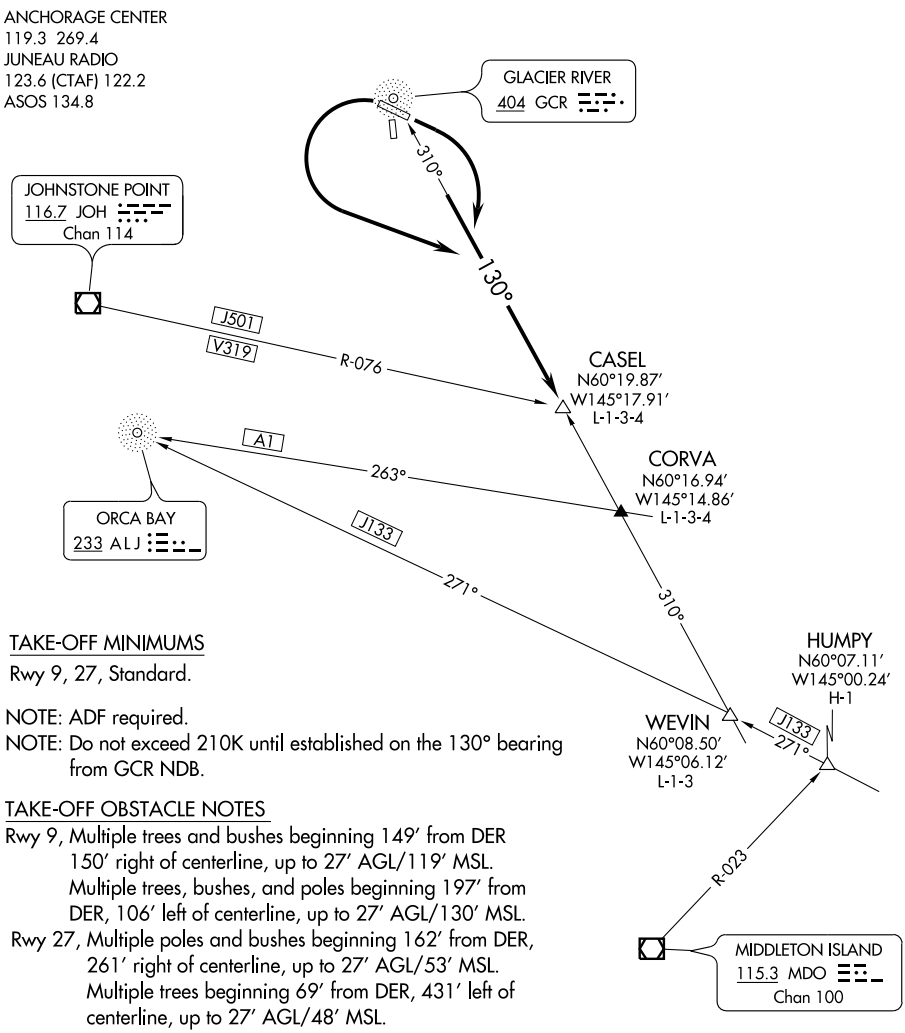




CATEGORY	A	B	C	D
LNAV MDA	3820-1¼ 2780 (2800-1¼)	3820-1½ 2780 (2800-1½)	3820-3 2780 (2800-3)	NA
CIRCLING	3820-1¼ 2778 (2800-1¼)	3820-1½ 2778 (2800-1½)	3820-3 2778 (2800-3)	NA

MIRL Rwy 1-19 (L)

AK, 17 DEC 2009 to 11 FEB 2010



TAKE-OFF MINIMUMS

Rwy 9, 27, Standard.

NOTE: ADF required.

NOTE: Do not exceed 210K until established on the 130° bearing from GCR NDB.

TAKE-OFF OBSTACLE NOTES

Rwy 9, Multiple trees and bushes beginning 149′ from DER 150′ right of centerline, up to 27′ AGL/119′ MSL. Multiple trees, bushes, and poles beginning 197′ from DER, 106′ left of centerline, up to 27′ AGL/130′ MSL.

Rwy 27, Multiple poles and bushes beginning 162′ from DER, 261′ right of centerline, up to 27′ AGL/53′ MSL. Multiple trees beginning 69′ from DER, 431′ left of centerline, up to 27′ AGL/48′ MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing right turn to intercept the 130° bearing from GCR NDB to CASEL INT, Thence. . . .

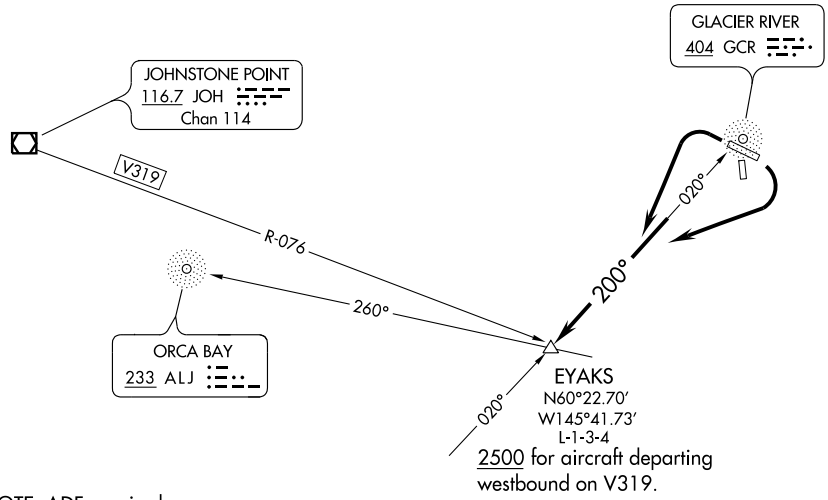
TAKE-OFF RUNWAY 27: Climbing left turn to intercept the 130° bearing from GCR NDB to CASEL INT, Thence. . . .

. . . .via assigned route. Maintain 5000 expect higher altitude 10 minutes after departure.

(EYAKS3.EYAKS) 09239
EYAKS THREE DEPARTURE

CORDOVA/ MERLE K. (MUDHOLE) SMITH (CDV)(PACV)
SL-1195 (FAA)
CORDOVA, ALASKA

ANCHORAGE CENTER
119.3 269.4
JUNEAU RADIO
123.6 (CTAF) 122.2
ASOS 134.8



NOTE: ADF required.

NOTE: Rwy 27: ATC climb of 219' per NM to 2500 required for aircraft departing westbound on V319.

TAKE-OFF MINIMUMS

Rwy 9, 27, Standard. Do not exceed 210K until established on 200° bearing from GCR NDB.

TAKE-OFF OBSTACLE NOTES

Rwy 9, Multiple trees and bushes beginning 149' from DER, 150' right of centerline, up to 27' AGL/119' MSL.
Multiple trees, bushes, and poles beginning 197' from DER, 106' left of centerline, up to 27' AGL/130' MSL.
Rwy 27, Multiple poles and bushes beginning 162' from DER, 261' right of centerline, up to 27' AGL/53' MSL.
Multiple trees beginning 69' from DER, 431' left of centerline, up to 27' AGL/48' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing right turn to intercept the 200° bearing from GCR NDB to EYAKS INT, Thence. . . .

TAKE-OFF RUNWAY 27: Climbing left turn to intercept the 200° bearing from GCR NDB to EYAKS INT, Thence. . . .

. . . . via assigned route, maintain 5000, expect higher altitude 10 minutes after departure.

AK, 17 DEC 2009 to 11 FEB 2010

CORDOVA, ALASKA

AL-1195 (FAA)

LOC/DME I-CDV	APP CRS	Rwy Idg	7500
110.7	272°	TDZE	53
Chan 44		Apt Elev	54

ILS or LOC/DME RWY 27

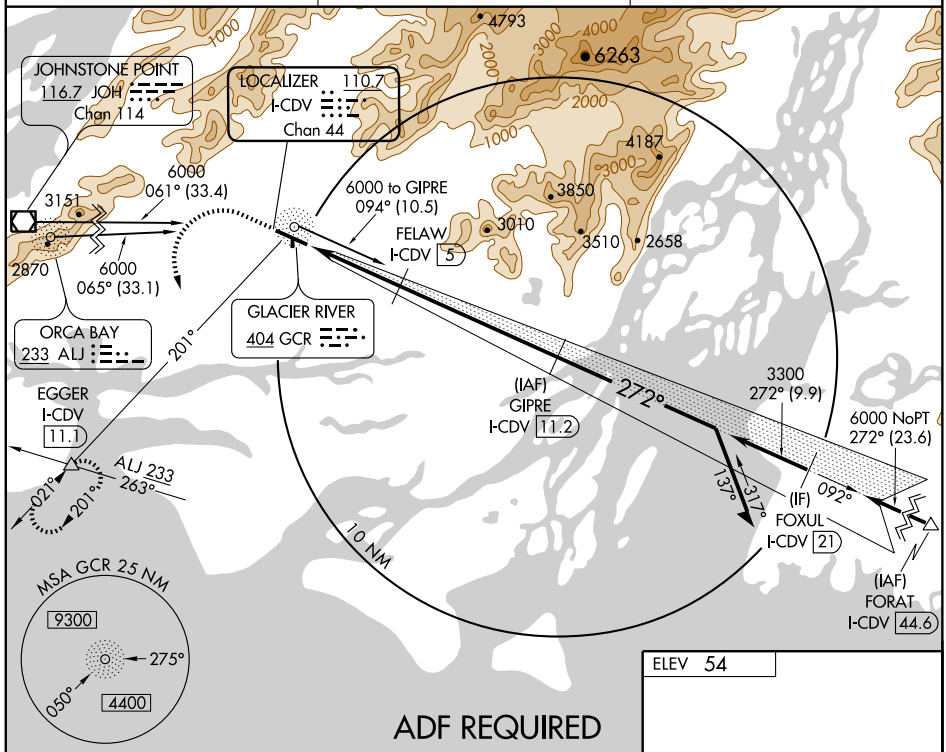
CORDOVA/ MERLE K (MUDHOLE) SMITH (CDV)(PACV)

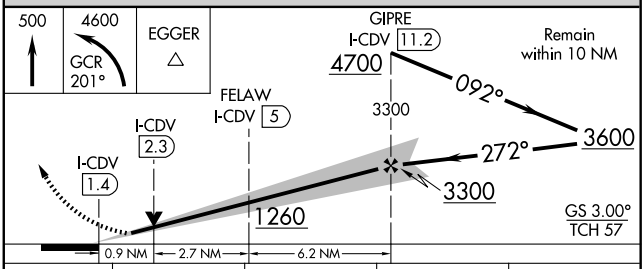
Circling NA north of Rwy 9-27.
Circling NA at night to Rwy 16-34.
ADF required.

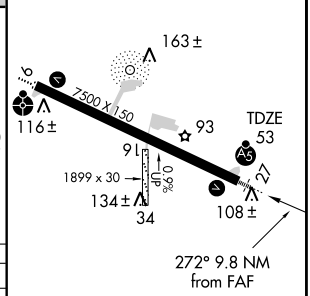
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 4600 via 201° bearing from GCR NDB to EGGER INT/I-CDV 11.1 DME and hold.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
134.8	119.3 133.6 269.4	123.6 (CTAF) L 122.2







CATEGORY	A	B	C	D
S-ILS 27		253-½ 200 (200-½)		
S-LOC 27		380-½ 327 (400-½)		
CIRCLING	460-1 406 (500-1)	520-1 466 (500-1)	520-1½ 466 (500-1½)	620-2 566 (600-2)

MIRL Rwy 9-27 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
040°	TDZE	N/A
	Apt Elev	54

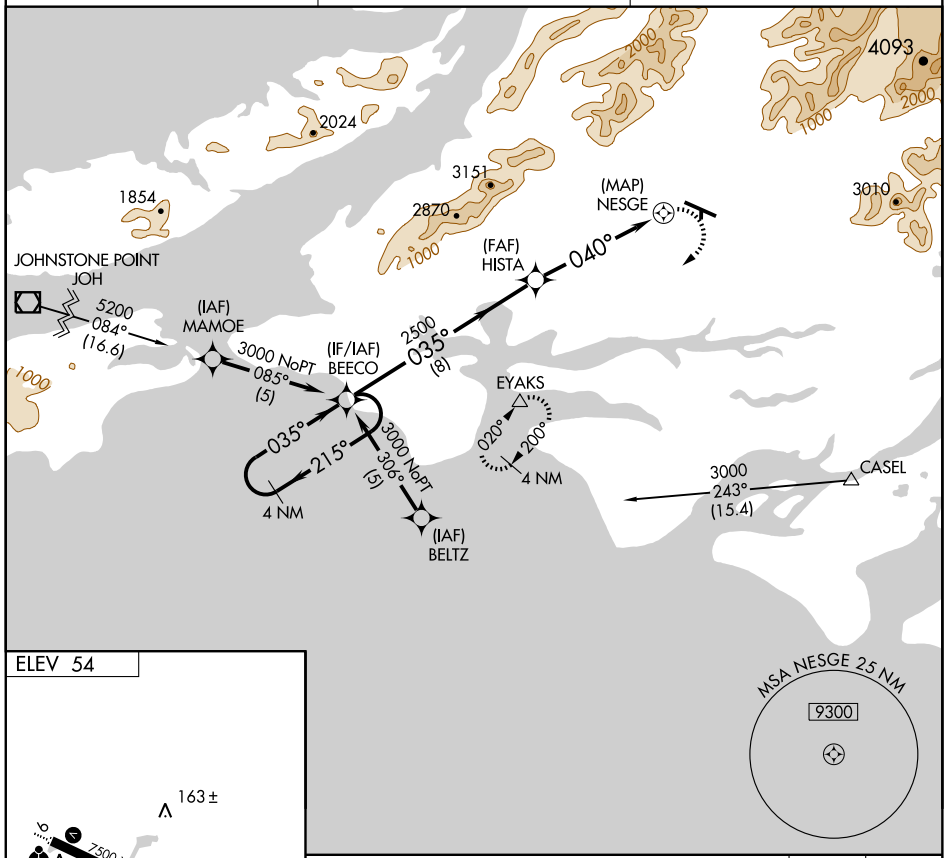
RNAV (GPS)-B

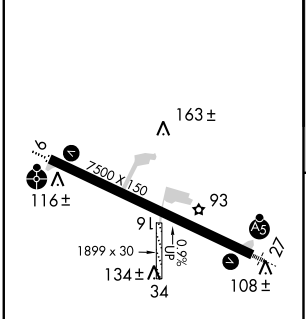
CORDOVA/MERLE K (MUDHOLE) SMITH (CDV)(PACV)

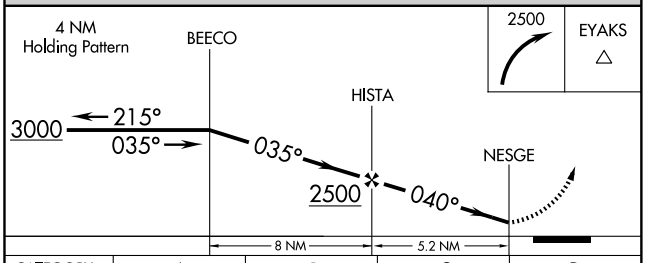
DME/DME RNP-0.3 NA.
Circling NA north of Rwy 9-27.
Circling NA at night to Rwy 16-34.

MISSED APPROACH: Climbing right turn to 2500 direct EYAKS and hold.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
134.8	119.3 133.6 269.4	123.6 (CTAF) L 122.2







MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	460-1 406 (500-1)	520-1 466 (500-1)	520-1½ 466 (500-1½)	620-2 566 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	7500
282°	TDZE	53
	Apt Elev	54

RNAV (GPS) RWY 27

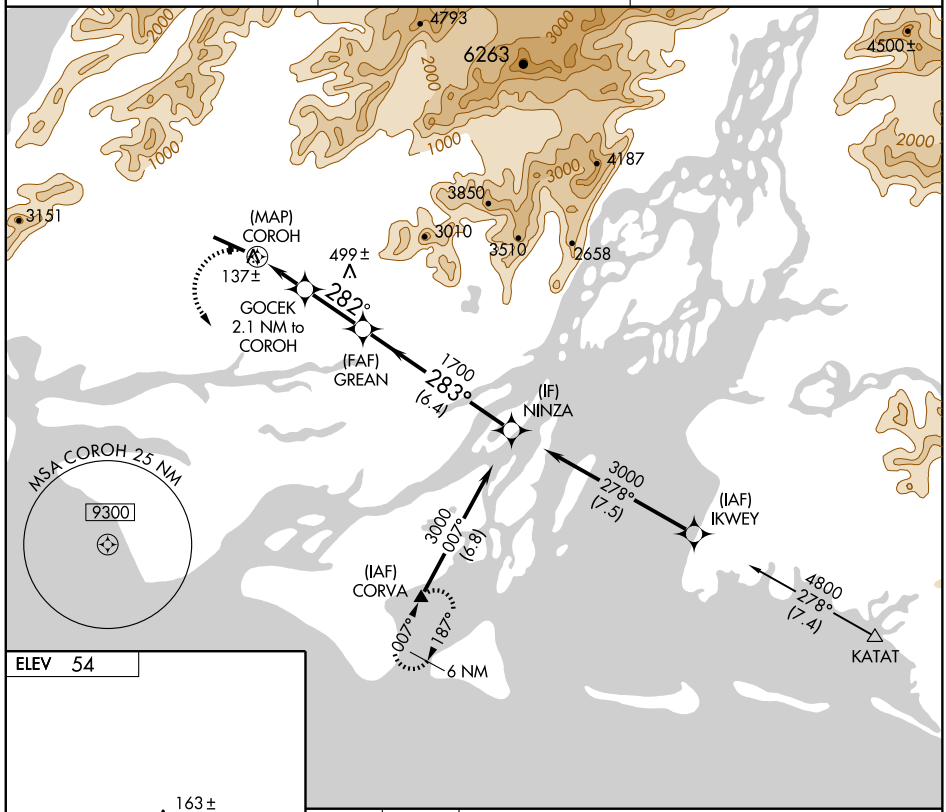
CORDOVA/ MERLE K (MUDHOLE) SMITH (CDV)(PACV)

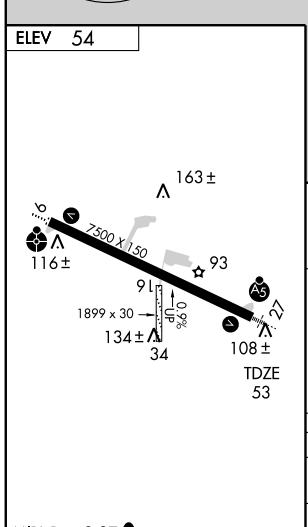
DME/DME RNP- 0.3 NA. Circling NA north Rwy 9-27. Circling NA at night to Rwy 16-34. For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile, increase Cat D visibility to 1¼ mile.

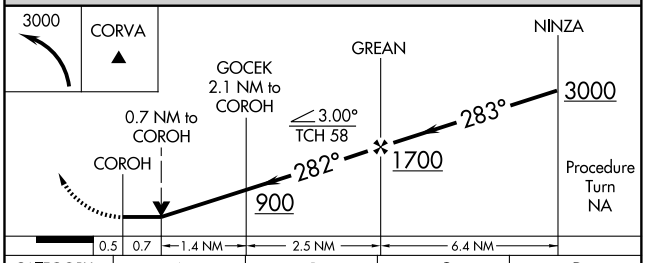
MALSR

MISSED APPROACH: Climbing left turn to 3000 direct CORVA and hold.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
134.8	119.3 133.6 269.4	123.6 (CTAF) L 122.2







CATEGORY	A	B	C	D
LNAV MDA	460-¾ 407 (500-¾)			460-1 407 (500-1)
CIRCLING	460-1 406 (500-1)	520-1 466 (500-1)	520-1½ 466 (500-1½)	620-2 566 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

LOC/DME I-SCC	APP CRS	Rwy Idg 6500
109.3	052°M	TDZE 65
Chan 30	(223°G)	Apt Elev 65

ILS or LOC/DME RWY 5

DEADHORSE (SCC) (PASC)

⚠ When local altimeter setting not received, use Nuiqsut altimeter setting and increase all DAs/MDAs 140 feet and all visibilities ¾ mile. For inoperative MALSR, increase S-ILS 5 Cat E visibility to RVR 4000 and S-LOC 5 Cats D and E visibility to RVR 5000. When using Nuiqsut altimeter setting, inoperative table does not apply. VDP NA when using Nuiqsut altimeter setting. Use I-SCC DME when on localizer course. * Visibility Cats A/B/C/D, RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L

PVQ NDB arrivals northbound on A3 or A17 descend in holding to 5700 prior to commencing approach.

(IAF) YIGUF SCC 16

SCC R-272

2300 NoPT SCC 16 Arc

1900 to Cimas 220°M (6.7) (031°G)

1900 to Cimas 232°M (6.2) (043°G)

(171°G) 360°M (351°G) 180°M

232 222

PUT RIVER 376 PVQ

10 NM

DEADHORSE 113.9 SCC Chan 86

114±

SCC LR-240

(088°G) 277° 097° (268°G)

052°M (223°G)

232°M (043°G)

(IAF) CIMAS I-SCC 6

ZEPAD I-SCC 1.6

LOCALIZER 109.3 I-SCC Chan 30

232°

1600 052°M (9.8) (223°G)

T

M

(IF) JOVVO I-SCC 15.8

SCC LR-224

MSA SCC 25 NM 2200

DME REQUIRED

SCC R-178

SCC R-157

SCC R-138

MV 023° E GV 171° E

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

G

2300 NoPT SCC 16 Arc

(IAF) ARCON SCC 16

(IAF) UVALL SCC 16

(IAF) SHELO SCC 16

2300 NoPT SCC 16 Arc

2300 NoPT SCC 16 Arc

355

ELEV 65

205

TDZE 65

6500 X 150

5 23

052°M (223°G) 4.6 NM from FAF

Remain within 15 NM

CIMAS I-SCC 6

1500 2000 SCC 113.9

1900 232°M (043°G) 1600

052°M (223°G)

1600

I-SCC 2.2

ZEPAD I-SCC 1.6

GS 3.00° TCH 55

3.8 NM 0.6 0.2

CATEGORY	A	B	C	D	E
S-ILS 5	*265/24 200 (200-½)				
S-LOC 5	380/24 315 (400-½)			380/40 315 (400-¾)	
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)	

HIRL Rwy 5-23 L

AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-SCC	APP CRS	Rwy Idg	6500
109.3	232° M	TDZE	63
Chan 30	(043° G)	Apt Elev	65

LOC/DME BC RWY 23

DEADHORSE (SCC) (PASC)

⚠ For inoperative MALSR, increase Cat D and E visibility to RVR 5000. When using Nuiqsut altimeter setting, inoperative table does not apply. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet and all visibilities ¾ mile. VDP NA when using Nuiqsut altimeter setting.

MALSR

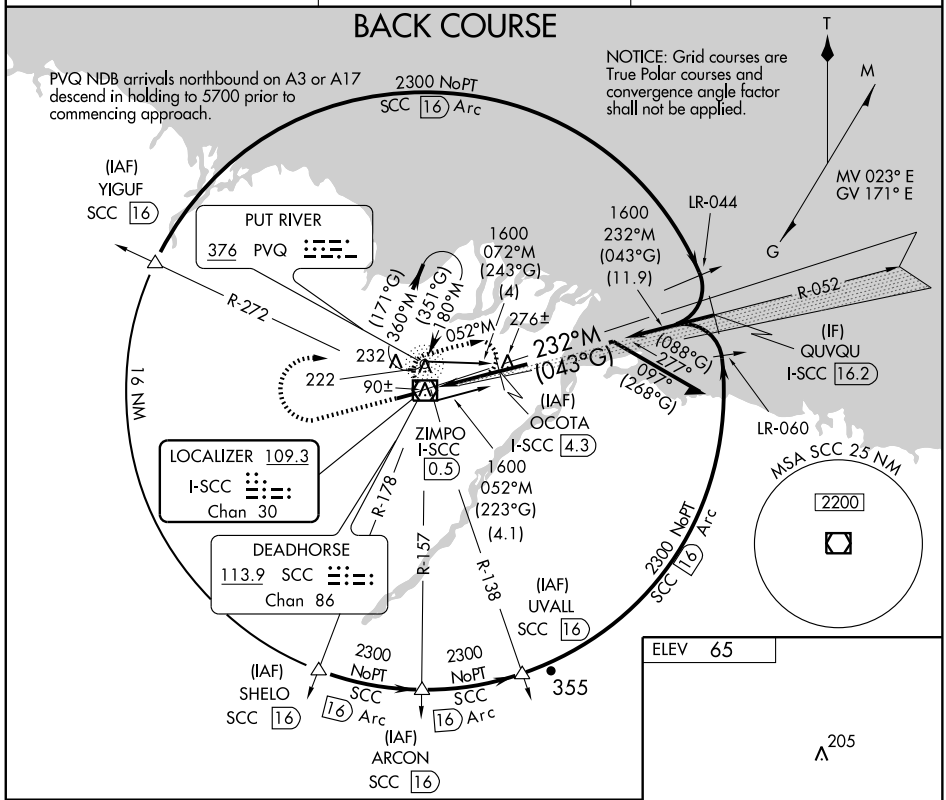
MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L

BACK COURSE

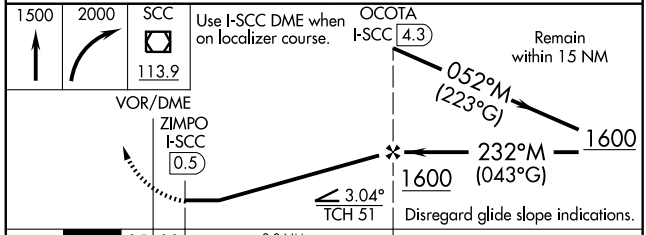
PVQ NDB arrivals northbound on A3 or A17 descend in holding to 5700 prior to commencing approach.

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

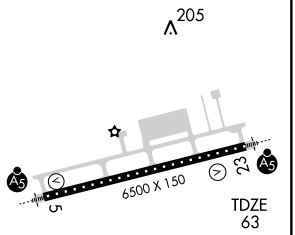


1500	2000	SCC 113.9

Use I-SCC DME when on localizer course.



ELEV 65



CATEGORY	A	B	C	D	E
S-23	340/24 277 (300-½)			340/40 277 (300-¾)	
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)	

HIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6500
CH 49103	052° M	TDZE	65
W05A	(223° G)	Apt Elev	65

RNAV (GPS) RWY 5

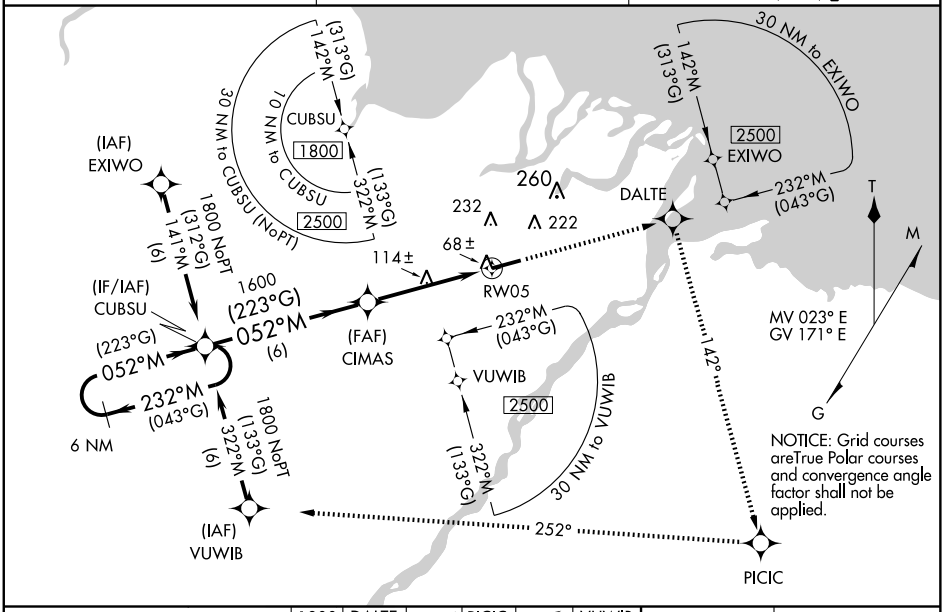
DEADHORSE (SCC) (PASC)

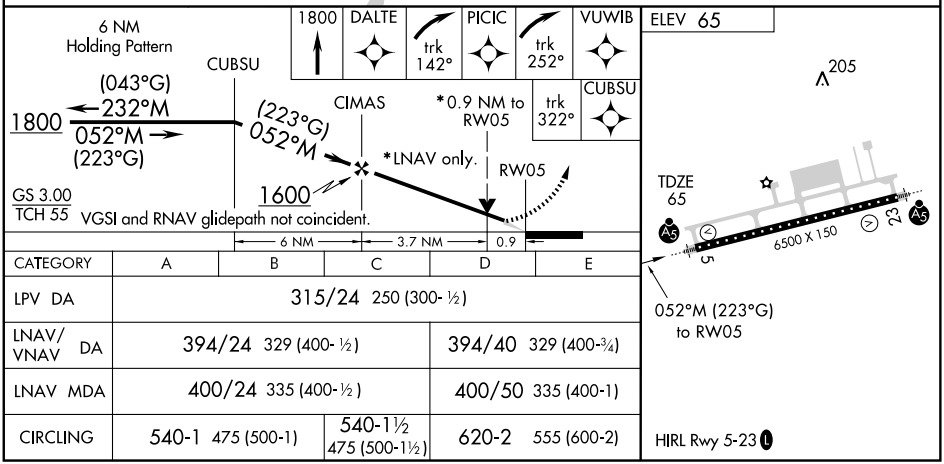
⚠ Baro-VNAV NA when using Nuiqsut altimeter setting. WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Nuiqsut altimeter setting. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all DA 124 feet and all MDA 140 feet, and increase LPV all Cats. visibility ¼ mile, LNAV/VNAV Cats. A, B, C visibility ½ mile, Cat. D, E visibility ¼ mile, increase LNAV Cat. C, E visibility ¼ mile, Circling Cat. C/D ¼ mile and Cat. E ½ mile. For inoperative MALSR, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV visibility Cat. D to RVR 5000, Cat. E to RVR 6000, LNAV Cat.E to RVR 6000. Inoperative table does not apply to LNAV Cat. D visibility. For inoperative MALSR when using Nuiqsut altimeter setting, increase LPV all Cats. visibility to RVR 6000, LNAV/VNAV Cat. E to 1½ mile and LNAV Cat. E to 1¾ mile.

MALSR

MISSED APPROACH: Climb to 1800 direct DALTE and right turn via track 142° to PICIC and right turn via track 252° to VUWIB and via track 322° to CUBSU and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L





CATEGORY	A	B	C	D	E
LPV DA	315/24 250 (300-½)				
LNAV/VNAV DA	394/24 329 (400-½)			394/40 329 (400-¾)	
LNAV MDA	400/24 335 (400-½)			400/50 335 (400-1)	
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)	

HIRL Rwy 5-23 L

WAAS	APP CRS	Rwy Idg	6500
CH 69203	232° M	TDZE	63
W23A	(043° G)	Apt Elev	65

RNAV (GPS) RWY 23

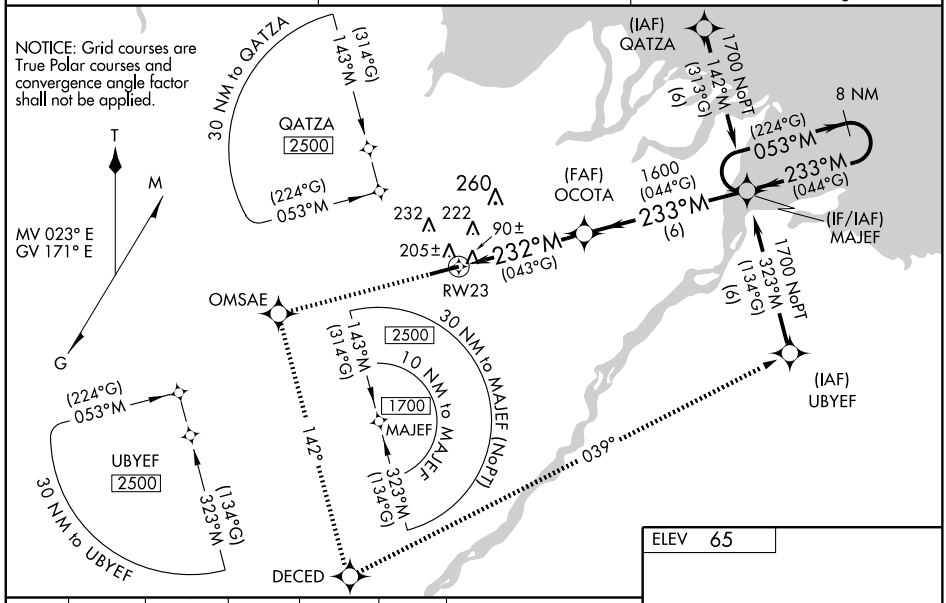
DEADHORSE (SCC) (PASC)

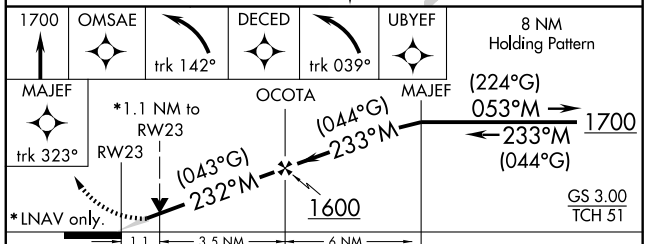
A Baro-VNAV NA when using Nuiqsut altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Nuiqsut altimeter setting. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all DA 124 feet and all MDA 140 feet, and increase LNAV Cats. A, B, D visibility ¼ mile, Cats. C,E visibility ½ mile, LNAV/VNAV all Cats. visibility ½ mile, Circling Cat. C/D ¼ mile and Cat. D ½ mile. For inoperative MALSR, increase LNAV/VNAV Cat. E visibility to 1¾ miles, LNAV Cat D to RVR 6000 and Cat. E to 1½ miles. Inoperative table does not apply to LPV all Cats. For inoperative MALSR when using Nuiqsut altimeter setting, increase LPV all Cats. visibility to RVR 6000, LNAV/VNAV and LNAV Cat. E to 2 miles.

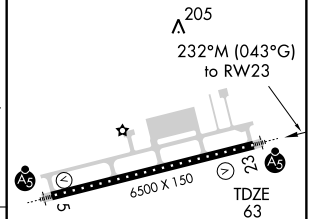
MALSR

MISSED APPROACH: Climb to 1700 direct OMSAE and left turn via track 142° to DECED and left turn via track 039° to UBYEF and via track 323° to MAJEF and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	313/40 250 (300-¾)				
LNAV/VNAV DA	524/50 461 (500-1)				524/60 461 (500-1¼)
LNAV MDA	460/24 397 (400-½)			460/50 397 (400-1)	
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)	

HIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

VOR/DME SCC	APP CRS	Rwy Idg	6500
113.9	052°M	TDZE	65
Chan 86	(223°G)	Apt Elev	65

VOR/DME RWY 5

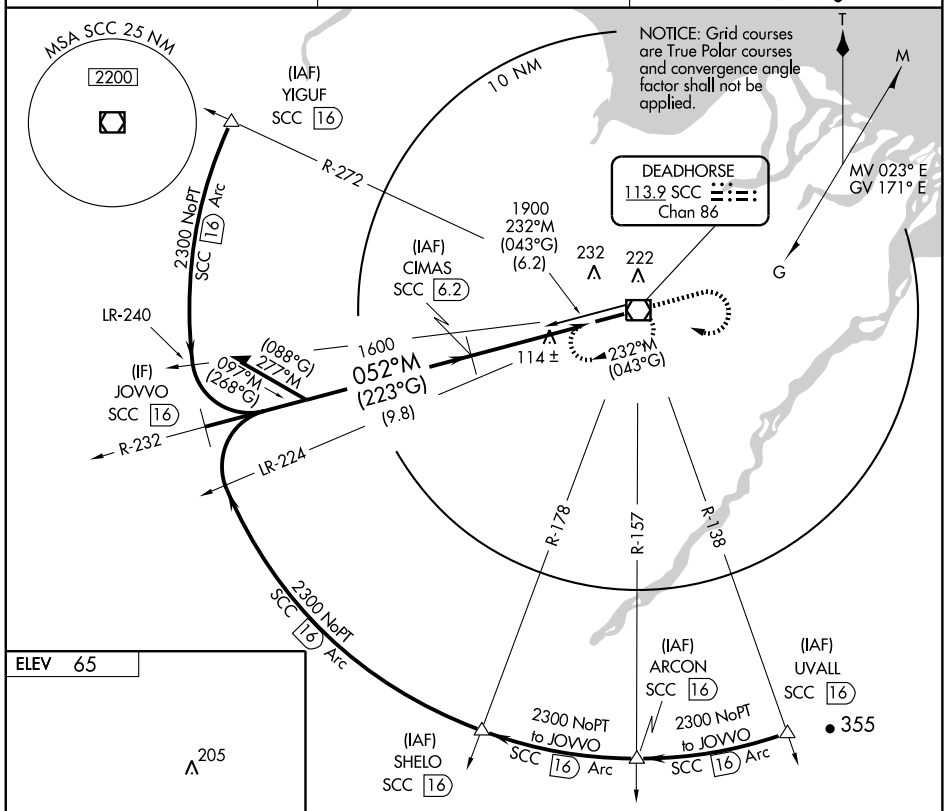
DEADHORSE (SCC) (PASC)

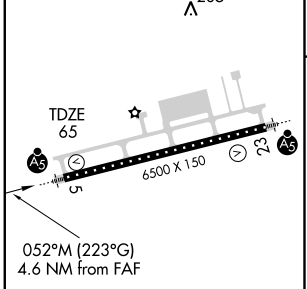
⚠ Inoperative table does not apply to S-5 Cats D and E, and when using Nuiqsut altimeter setting. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities ¾ mile. VDP NA when using Nuiqsut altimeter setting.

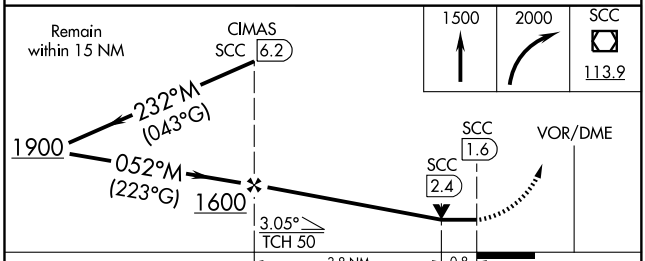
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L







CATEGORY	A	B	C	D	E
S-5	380/24 315 (400-½)			380/50 315 (400-1)	
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)	

HIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

VOR/DME SCC	APP CRS	Rwy Idg	6500
113.9	232° M	TDZE	63
Chan 86	(043° G)	Apt Elev	65

VOR/DME RWY 23

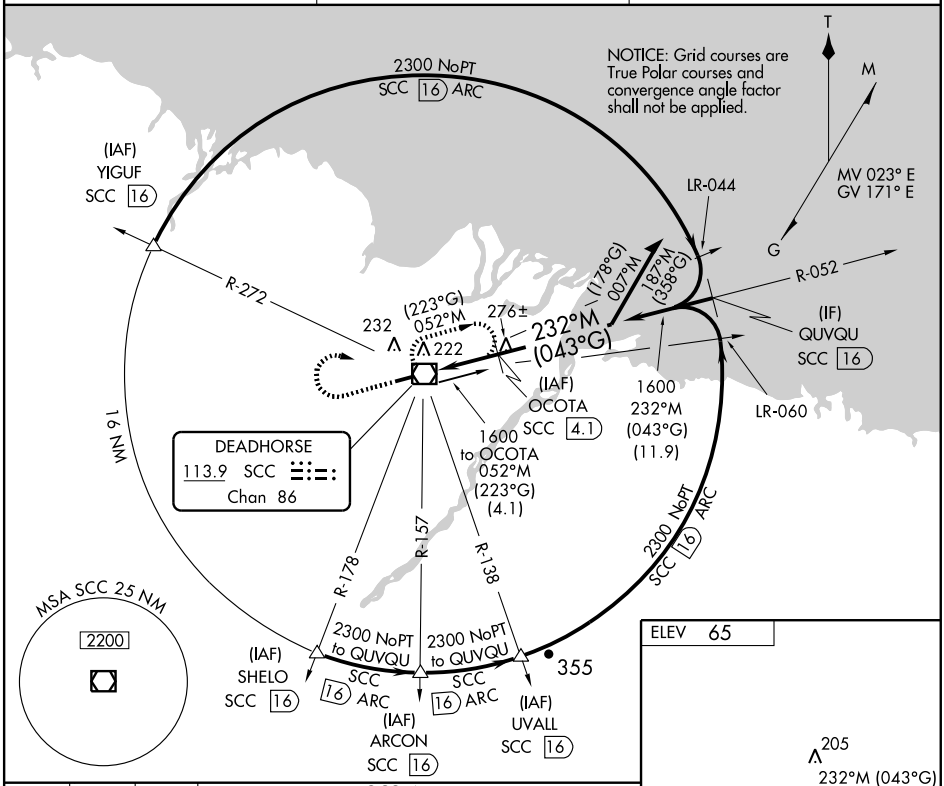
DEADHORSE (SCC) (PASC)

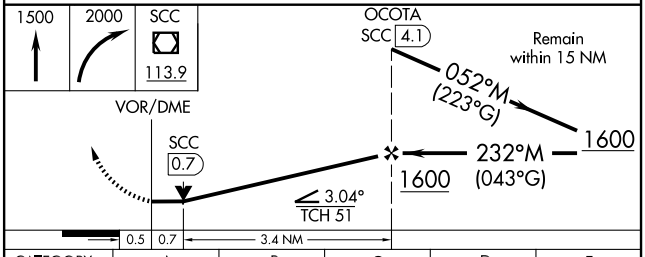
For inoperative MALSR, increase S-23 Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile. When using Nuiqsut altimeter setting, inoperative table does not apply. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilites 1 mile. VDP NA when using Nuiqsut altimeter setting.

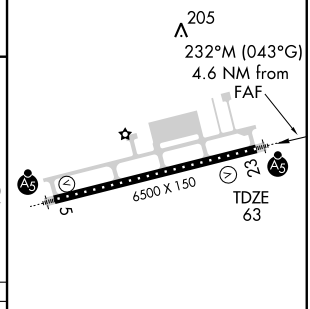
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L







CATEGORY	A	B	C	D	E
S-23	480/24 417 (500-½)		480/40 417 (500-¾)	480/50 417 (500-1)	
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)	

HIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

VOR/DME SCC	APP CRS	Rwy Idg	6500
113.9	052°M	TDZE	65
Chan 86	(223°G)	Apt Elev	65

VOR RWY 5

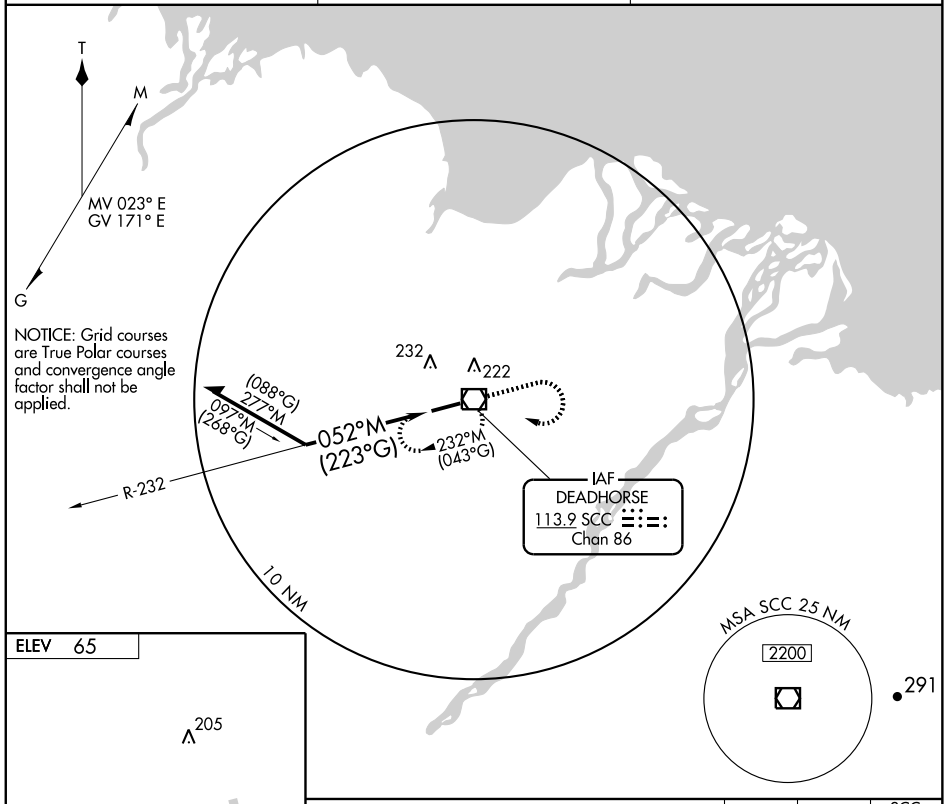
DEADHORSE (SCC) (PASC)

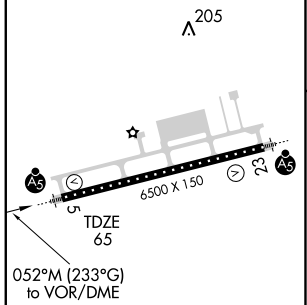
⚠ When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities ¾ mile. VDP NA when using Nuiqsut altimeter setting. When using Nuiqsut altimeter setting, inoperative table does not apply.

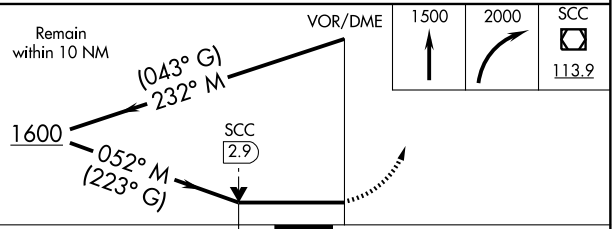
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-5	520/24	455 (500-½)	520/40 455 (500-¾)	520/50 455 (500-1)
CIRCLING	540-1	475 (500-1)	540-1½ 475 (500-1½)	620-2 555 (600-2)

HIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

VOR/DME SCC	APP CRS	Rwy Idg	6500
113.9	232°M	TDZE	63
Chan 86	(043°G)	Apt Elev	65

VOR RWY 23

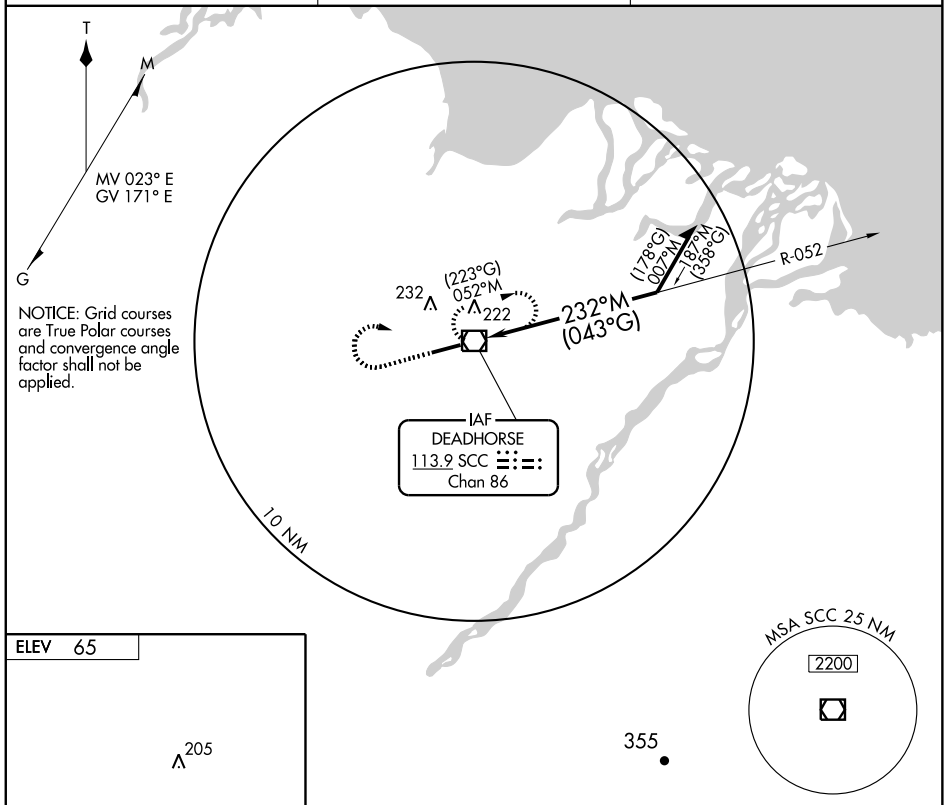
DEADHORSE (SCC) (PASC)

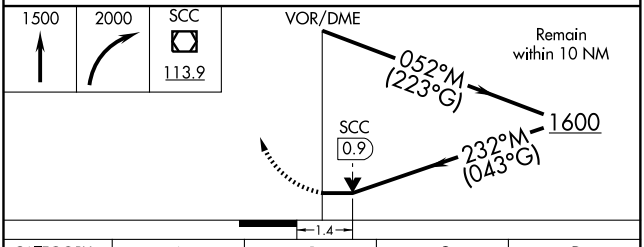
⚠ When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities 1 mile. VDP NA when using Nuiqsut altimeter setting. When using Nuiqsut altimeter setting, inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS	ANCHORAGE CENTER	DEADHORSE RADIO
118.4	134.4 370.9	123.6 (CTAF) L





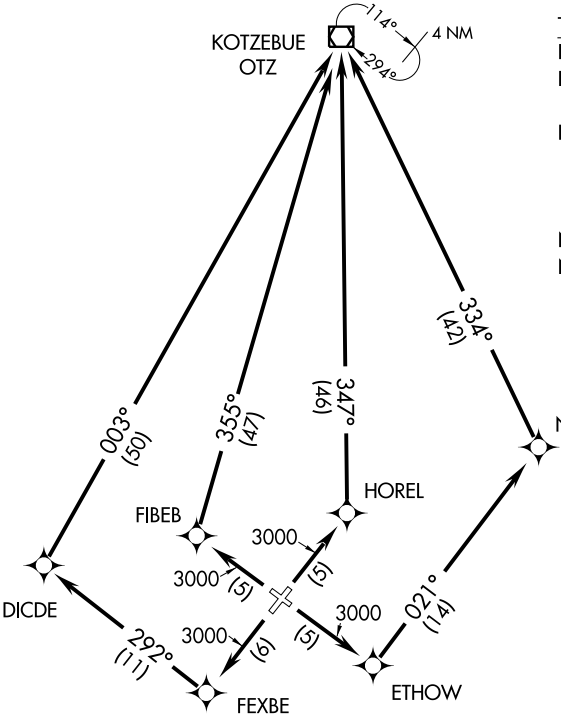
CATEGORY	A	B	C	D
S-23	540/24 477 (500-½)		540/40 477 (500-¾)	540/50 477 (500-1)
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)

HIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

ANCHORAGE CENTER
119.2 263.0
CTAF 122.9

TAKE-OFF OBSTACLES:
Rwy 2, Tree 82' from DER, 6' right of centerline, 30' AGL/55'MSL,
Trees beginning 803' from DER, left and right of centerline, up to 30' AGL/55' MSL.
Rwy 11, Trees beginning 119' from DER, left and right of centerline, up to 30' AGL/55' MSL.
Tree 4592' from DER, 796' left of centerline, 30' AGL/179' MSL.
Trees beginning 5715' from DER, 110' left of centerline, up to 30' AGL/329' MSL.
Trees beginning 1.3 NM from DER, 259' right of centerline, up to 30' AGL/429' MSL.
Rwy 20, Trees beginning 151' from DER, left and right of centerline, up to 30' AGL/79' MSL.
Rwy 29, Trees beginning 681' from DER, left and right of centerline, up to 30' AGL/104' MSL.
Tree 3524' from DER, 1185' right of centerline, 30' AGL/154' MSL.
Trees beginning 4721' from DER, 287' left of centerline, up to 30' AGL/179' MSL.
Tree 1.0 NM from DER, 653' left of centerline, 30' AGL/213' MSL.
Trees beginning 1.1 NM from DER, 872' right of centerline, up to 30' AGL/213' MSL.



TAKE-OFF MINIMUMS:
Rwys 2, 20: Standard.
Rwy 11, Standard with a minimum climb of 360' per NM to 800.
Rwy 29, 300-1½ or Standard with a minimum climb of 270' per NM to 300.

NOTE: GPS Required
NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb to 3000 or ATC assigned higher altitude direct HOREL and via 347° track to OTZ VOR/DME.

TAKE-OFF RWY 11: Climb to 3000 or ATC assigned higher altitude direct ETHOW and via 021° track to NANRE, and via 334° track to OTZ VOR/DME.

TAKE-OFF RWY 20: Climb to 3000 or ATC assigned higher altitude direct FEXBE and right turn via 292° track TO DICDE, and via 003° track to OTZ VOR/DME.

TAKE-OFF RWY 29: Climb to 3000 or ATC assigned higher altitude direct FIBEB and via 355° track to OTZ VOR/DME.

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3300
022°	TDZE	14
	Apt Elev	21

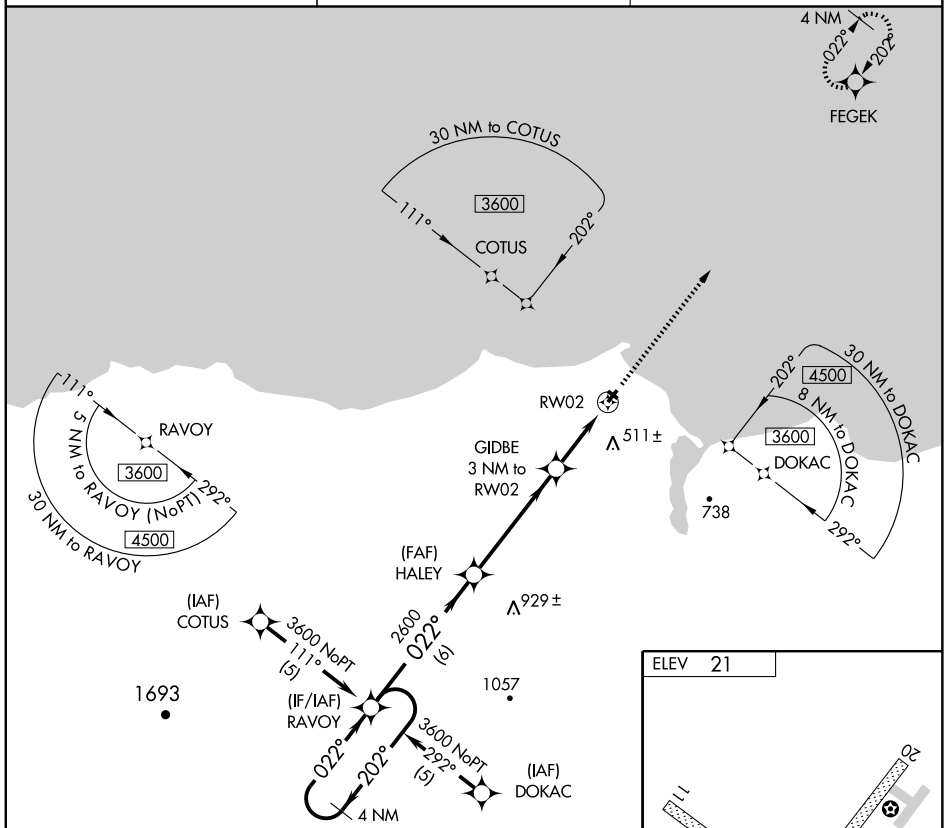
RNAV (GPS) RWY 2

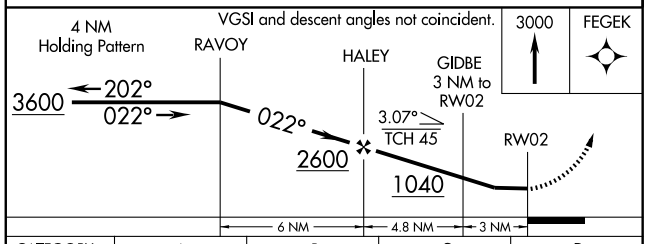
DEERING (DEE)(PADE)

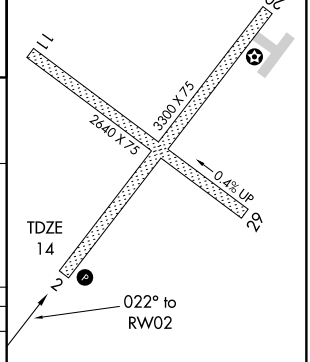
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FEGEK and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.5	119.2 263.0	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	540-1 526 (600-1)		540-1½ 526 (600-1½)	NA
CIRCLING	680-1 659 (700-1)	740-1 719 (800-1)	820-2¼ 799 (800-2¼)	NA

REIL Rwys 2, 11, 20, and 29 (L)

MIRL Rwys 2-20 and 11-29 (L)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	2640
110°	TDZE	21
	Apt Elev	21

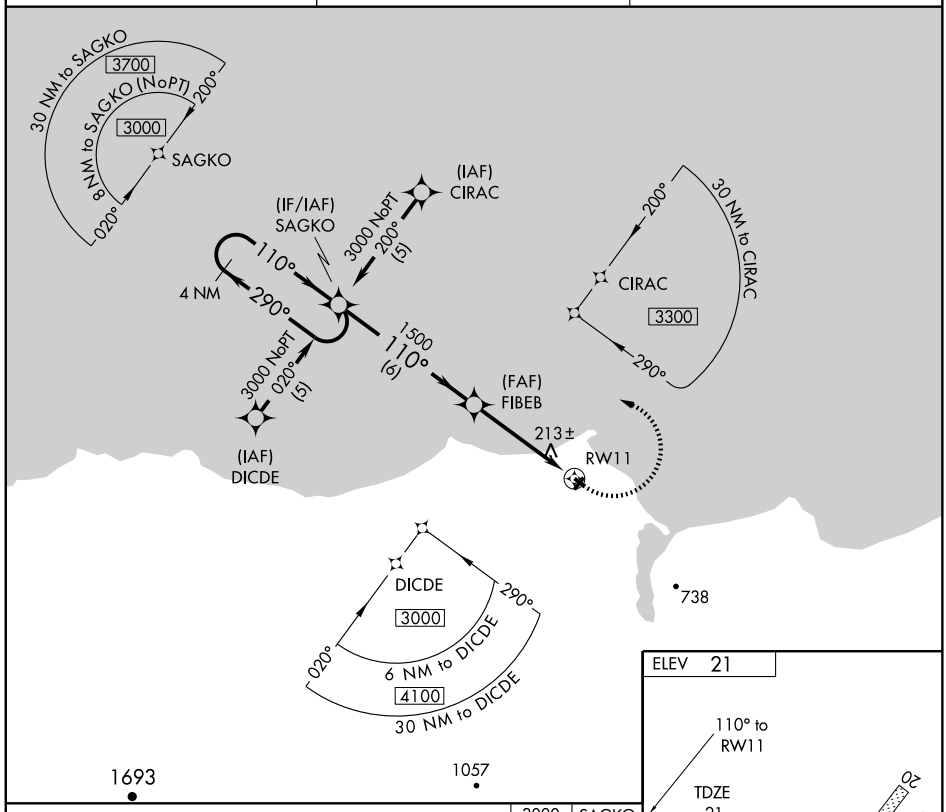
RNAV (GPS) RWY 11

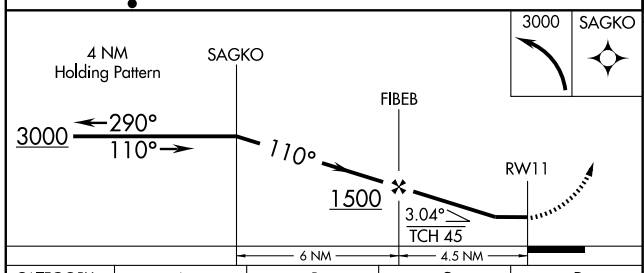
DEERING (DEE)(PADE)

DME/DME RNP-0.3 NA.

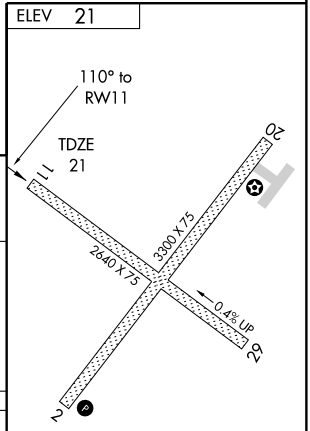
MISSED APPROACH: Climbing left turn to 3000 direct SAGKO and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.5	119.2 263.0	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	620-1 599 (600-1)		620-1½ 599 (600-1½)	NA
CIRCLING	680-1 659 (700-1)	740-1 719 (800-1)	820-2¼ 799 (800-2¼)	NA



REIL Rwys 2, 11, 20, and 29 (L)
MIRL Rwys 2-20 and 11-29 (L)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3300
202°	TDZE	16
	Apt Elev	21

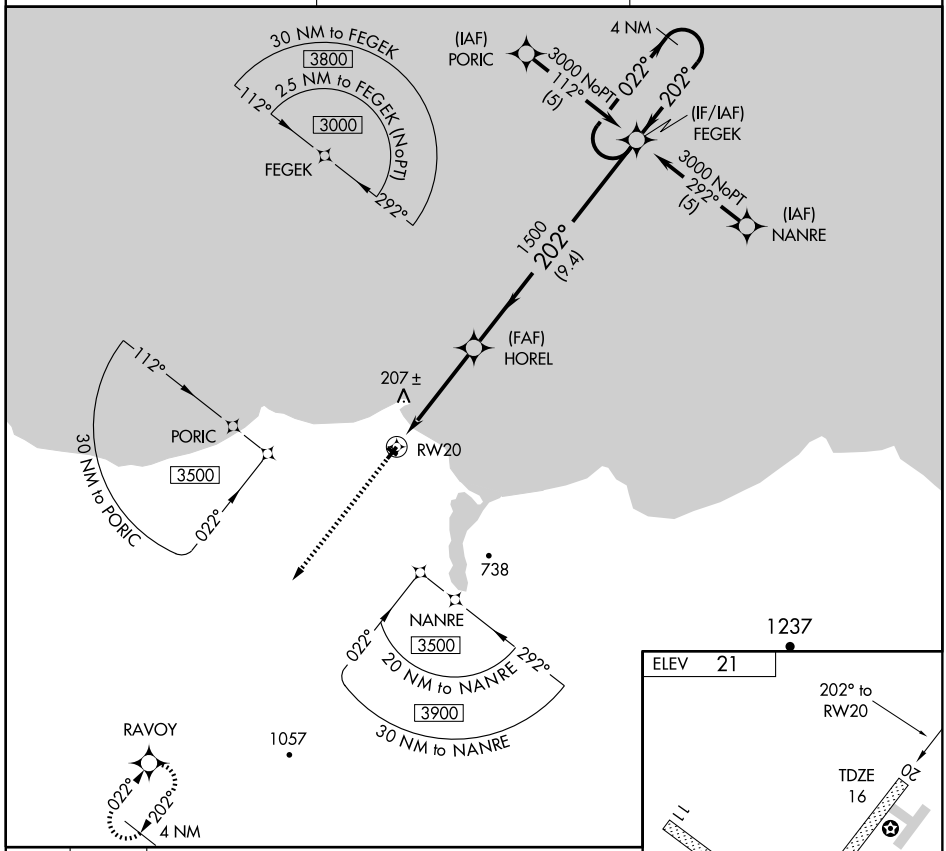
RNAV (GPS) RWY 20

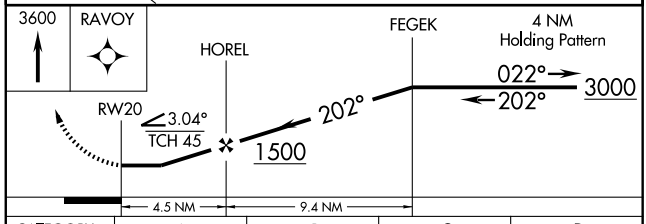
DEERING (DEE)(PADE)

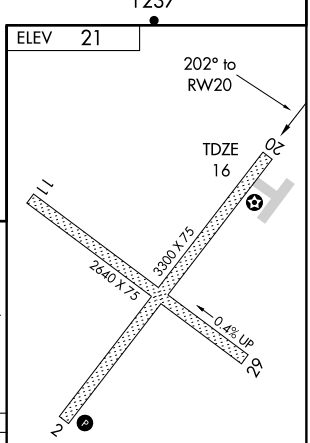
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct RAVOY and hold, continue climb-in-hold to 3600.

ASOS	ANCHORAGE CENTER	CTAF
135.5	119.2 263.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	560-1 544 (600-1)		560-1½ 544 (600-1½)	NA
CIRCLING	680-1 659 (700-1)	740-1 719 (800-1)	820-2¼ 799 (800-2¼)	NA

REIL Rwys 2, 11, 20, and 29 L
MIRL Rwys 2-20 and 11-29 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	2640
291°	TDZE	21
	Apt Elev	21

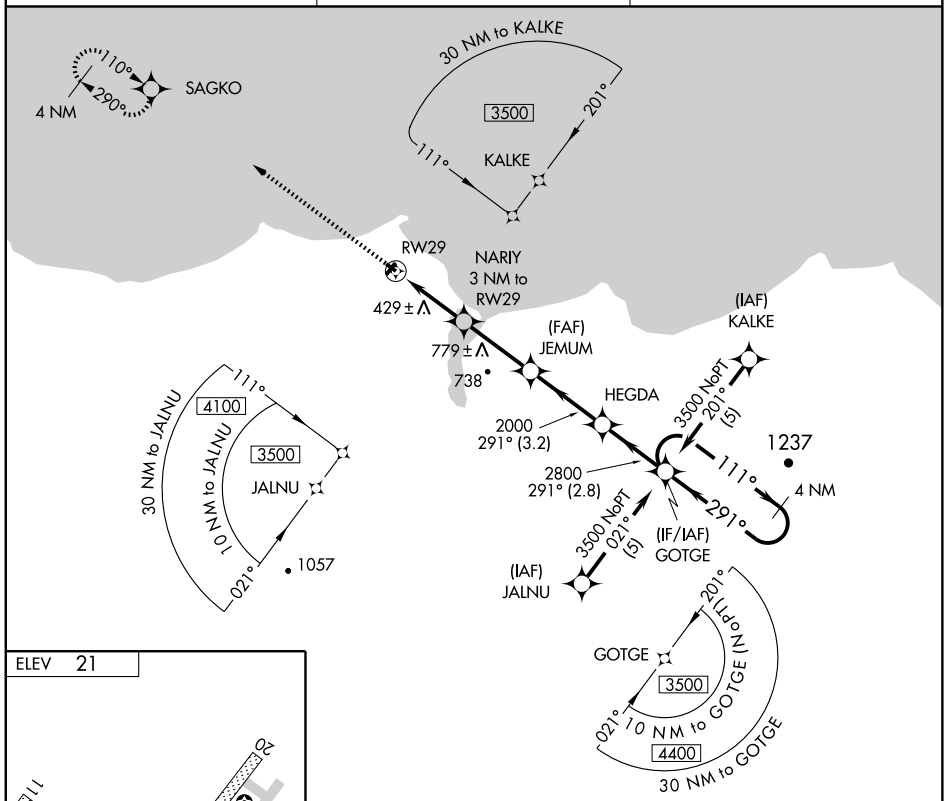
RNAV (GPS) RWY 29

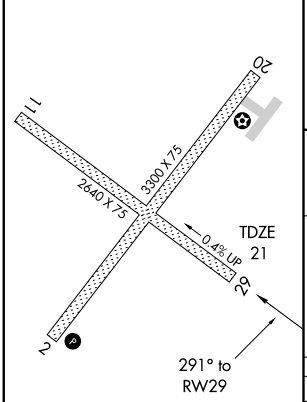
DEERING (DEE) (PADE)

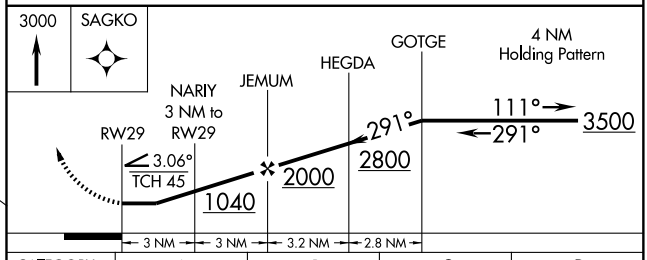
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct SAGKO and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.5	119.2 263.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	680-1 659 (700-1)		680-1¾ 659 (700-1¾)	NA
CIRCLING	680-1 659 (700-1)	740-1 719 (800-1)	820-2¼ 799 (800-2¼)	NA

REIL Rwys 2, 11, 20, and 29 L

MIRL Rwys 2-20 and 11-29 L

AK. 17 DEC 2009 to 11 FEB 2010

ILS or LOC/DME RWY 10

LOC/DME I-BIG	APCH CRS	Rwy ldg 6115
111.1	102°	TDZE 1258
Chan 48		Arpt Elev 1291

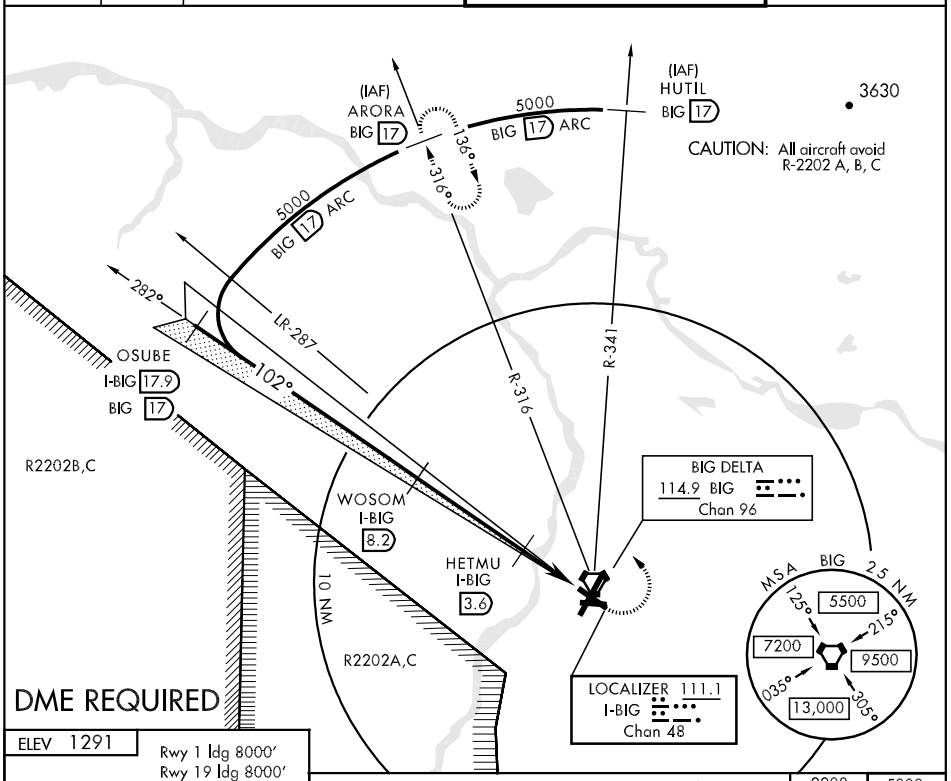
AL-1218 [USA]

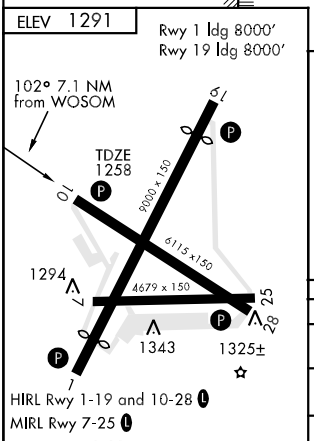
ALLEN AAF (PABI)

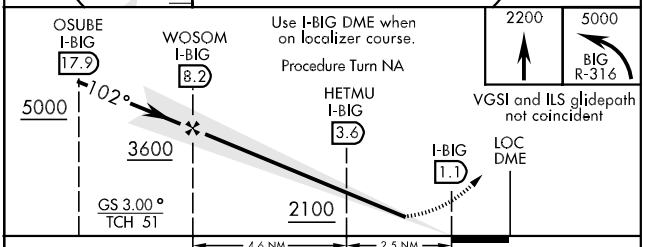
▼ ▲ * Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climb to 2200 then climbing left turn to 5000 via BIG R-316 to ARORA/BIG 17 DME and hold.

ATIS	ASOS	ANCHORAGE CENTER	ALLEN TOWER ★	GND CON
132.075	135.65	135.3 322.5 (CTAF) 122.9 L	119.8 235.775 40.8 (E) FM	118.225 251.05







CATEGORY	A	B	C	D
S-ILS 10	1458-¾ 200 (200-¾)			
S-LOC 10	1560-1 302 (300-1)			
CIRCLING *	1720-1 429 (500-1)	1760-1 469 (500-1)	1760-1½ 469 (500-1½)	1860-2 569 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

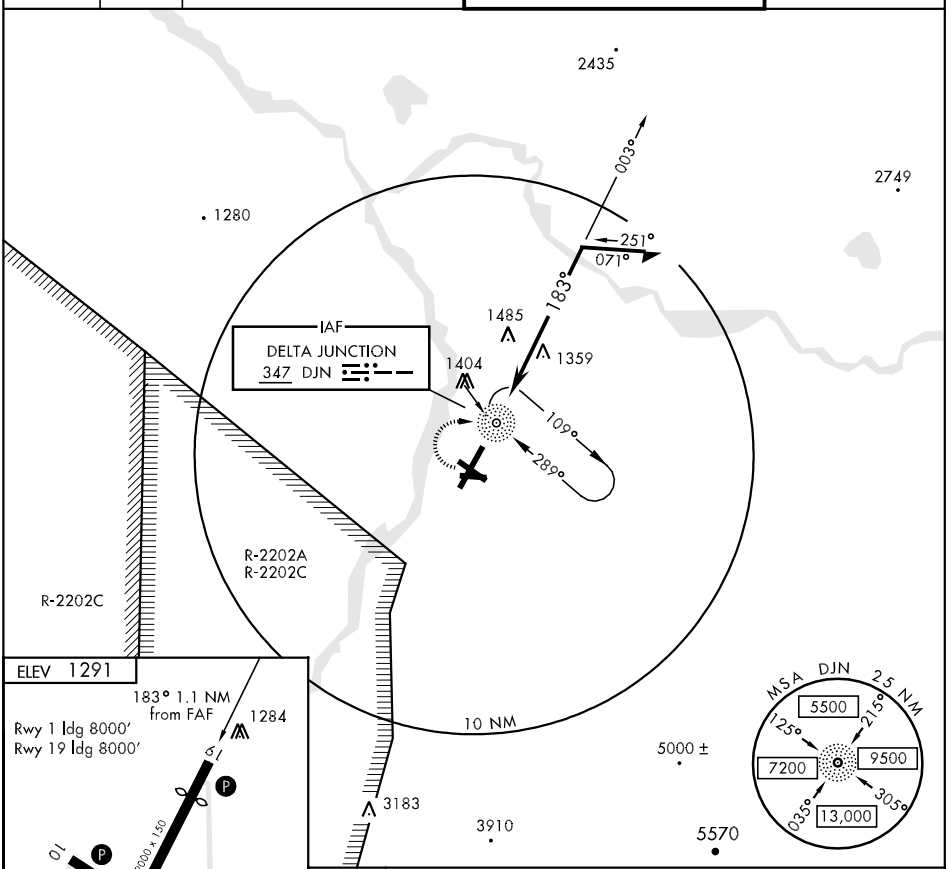
NDB-A

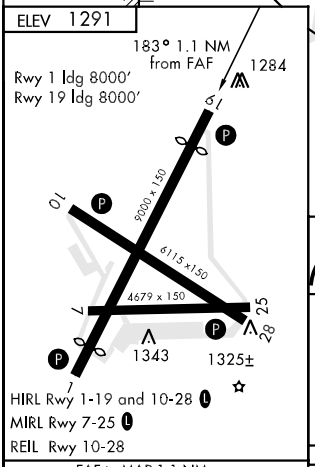
NDB DJN 347	APCH CRS 183°	Rwy ldg N/A TDZE N/A Arpt Elev 1291	AL-1218 [USA]	ALLEN AAF (PABI)

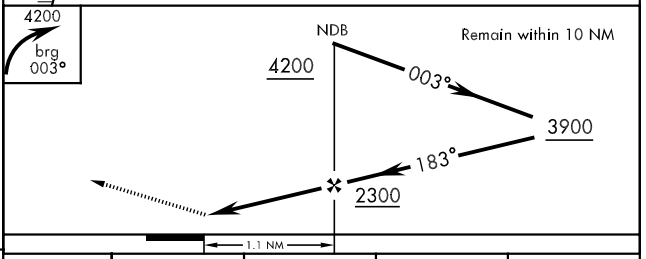
* Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climbing right turn to 4200 via 003° bearing from DJN NDB, then right turn direct DJN NDB and hold.

ATIS	ASOS	ANCHORAGE CENTER	ALLEN TOWER ★	GND CON
132.075	135.65	135.3 322.5 (CTAF) 122.9 L	119.8 235.775 40.8 (E) FM	118.225 251.05







FAF to MAP 1.1 NM					
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

CATEGORY	A	B	C	D
CIRCLING *	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1900-2 609 (700-2)

AK, 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 10

APCH CRS	Rwy ldg	6115
101°	TDZE	1258
	Arpt Elev	1291

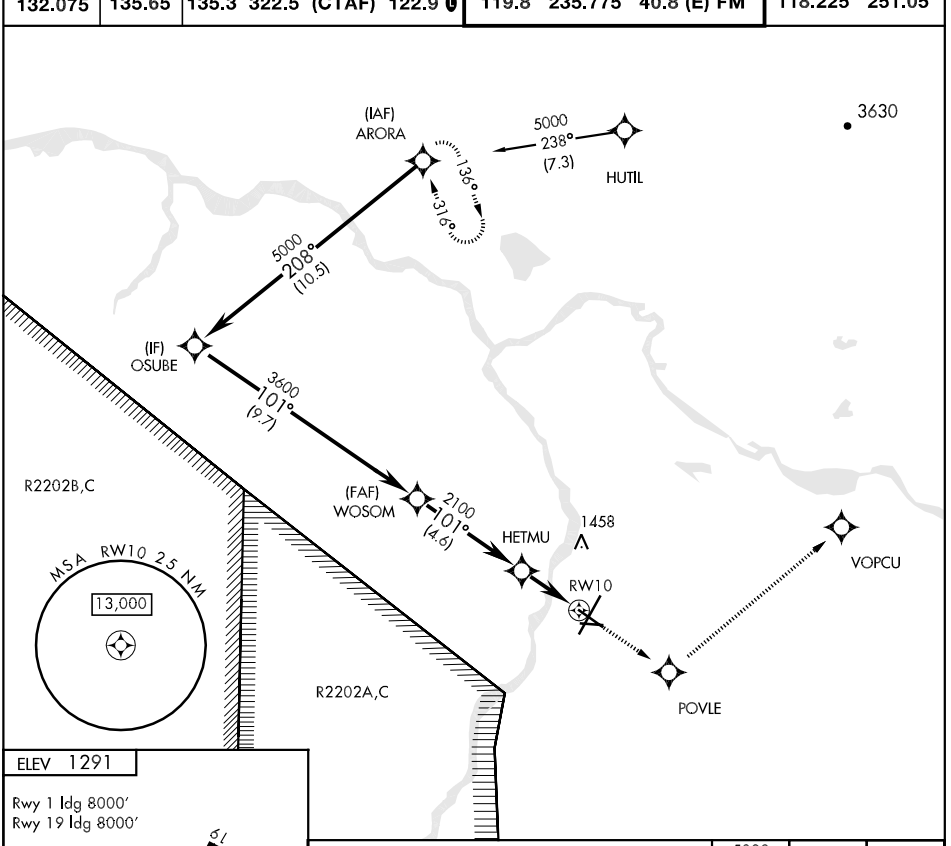
AL-1218 [USA]

ALLEN AAF (PABI)

DME/DME RNP -0.3 NA.
* Circling not authorized South of Rwy 7-25.

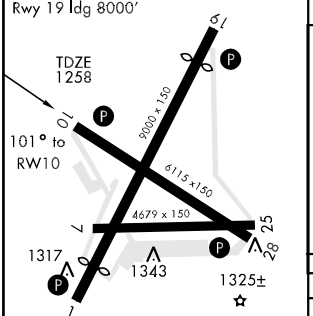
MISSED APPROACH: Climb to 5000 direct POVLE, and via 027° track to VOPCU, left turn via 289° track to ARORA and hold.

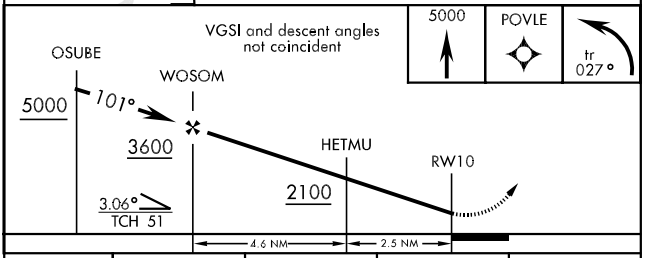
ATIS	ASOS	ANCHORAGE CENTER	ALLEN TOWER ★	GND CON
132.075	135.65	135.3 322.5 (CTAF) 122.9 L	119.8 235.775 40.8 (E) FM	118.225 251.05



ELEV 1291

Rwy 1 ldg 8000'
Rwy 19 ldg 8000'





CATEGORY	A	B	C	D
LNAV MDA	1580-1 322 (300-1)			
CIRCLING *	1720-1 429 (500-1)	1760-1 469 (500-1)	1760-1½ 469 (500-1½)	1860-2 569 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 19

APCH CRS	Rwy ldg	8000
187°	TDZE	1251
	Arpt Elev	1291

AL-1218 [USA]

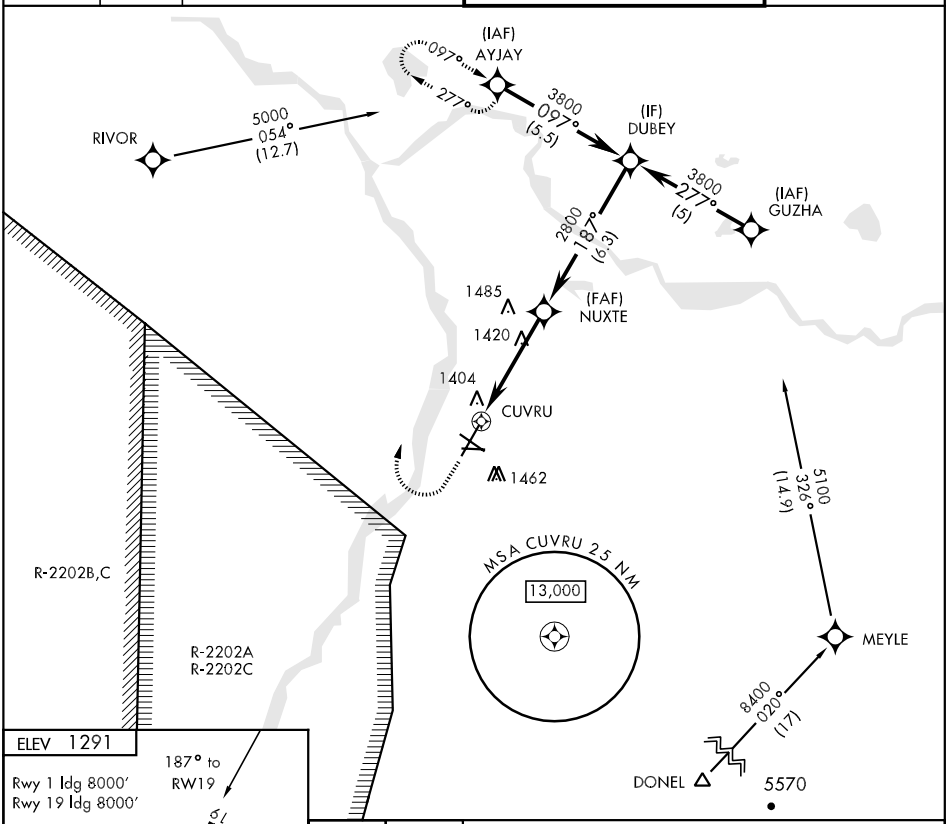
ALLEN AAF (PABI)

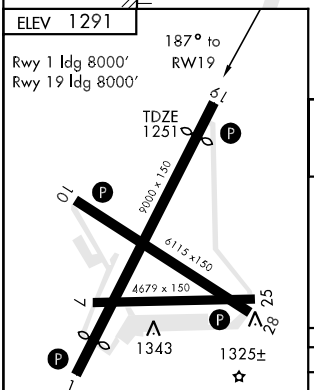
DME/DME RNP -0.3 NA

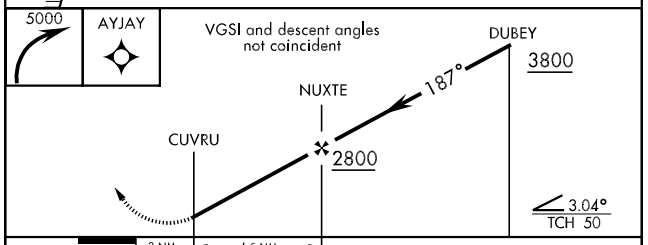
* Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 5000, direct AYJAY and hold.

ATIS	ASOS	ANCHORAGE CENTER	ALLEN TOWER ★	GND CON
132.075	135.65	135.3 322.5 (CTAF) 122.9 L	119.8 235.775 40.8 (E) FM	118.225 251.05







CATEGORY	A	B	C	D
LNAV MDA	1720-1 469 (500-1)		1720-1¼ 469 (500-1¼)	1720-1½ 469 (500-1½)
CIRCLING *	1720-1 429 (500-1)	1760-1 469 (500-1)	1760-1½ 469 (500-1½)	1860-2 569 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

VOR/DME or TACAN RWY 19

VORTAC BIG 114.9 Chan 96	APCH CRS 197°	Rwy ldg 8000 TDZE 1251 Arpt Elev 1291

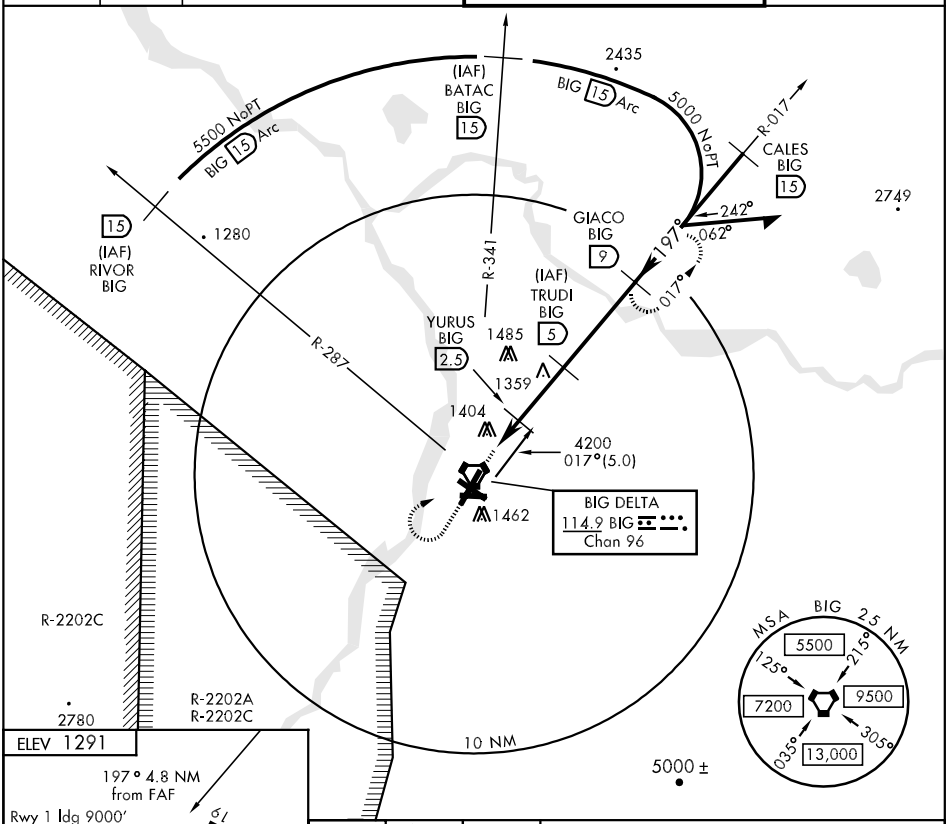
AL-1218 [USA]

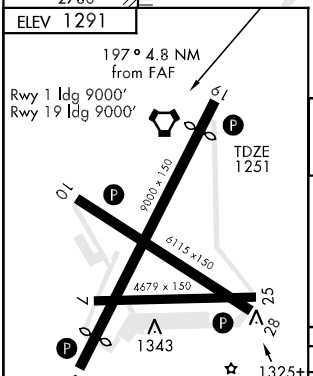
ALLEN AAF (PABI)

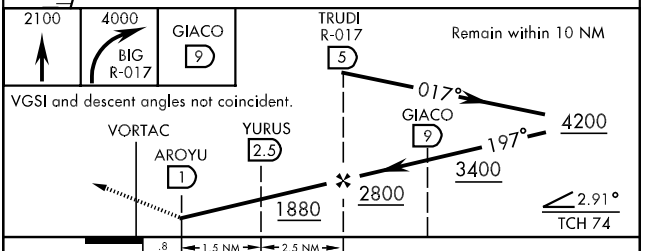
▼ *Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climb to 2100, then climbing right turn to 4000 via BIG R-017 to GIACO/9 DME and hold.

ATIS	ASOS	ANCHORAGE CENTER	ALLEN TOWER ★	GND CON
132.075	135.65	135.3 322.5 (CTAF) 122.9 L	119.8 235.775 40.8 (E) FM	118.225 251.05







CATEGORY	A	B	C	D
S- 19	1660-1 409 (400-1)		1660-1¼ 409 (400-1¼)	
CIRCLING *	1720-1 429 (500-1)	1760-1 469 (500-1)	1760-1½ 469 (500-1½)	1860-2 569 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

VOR RWY 19

VORTAC BIG 114.9 Chan 96	APCH CRS 197°	Rwy ldg 8000 TDZE 1251 Arpt Elev 1291

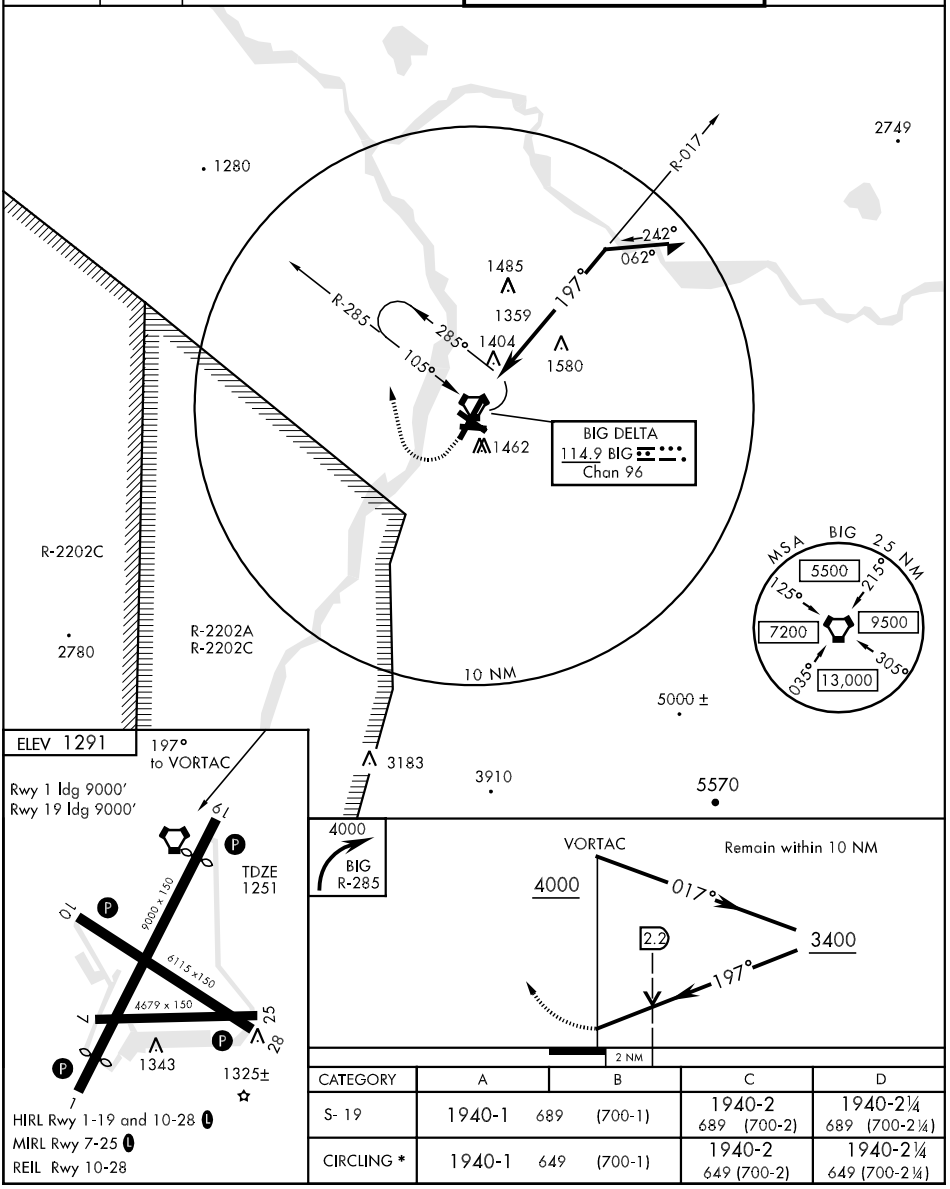
AL-1218 [USA]

ALLEN AAF (PABI)

▼ * Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climbing right turn to 4000 via BIG R-285, then right turn direct BIG VORTAC and hold.

ATIS	ASOS	ANCHORAGE CENTER	ALLEN TOWER *	GND CON
132.075	135.65	135.3 322.5 (CTAF) 122.9 C	119.8 235.775 40.8 (E) FM	118.225 251.05



CATEGORY	A	B	C	D
S- 19	1940-1 689	(700-1)	1940-2 689 (700-2)	1940-2¼ 689 (700-2¼)
CIRCLING *	1940-1 649	(700-1)	1940-2 649 (700-2)	1940-2¼ 649 (700-2¼)

AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-DLG	APP CRS	Rwy Idg	6400
111.9	191°	TDZE	81
Chan 56		Apt Elev	81

LOC/DME RWY 19

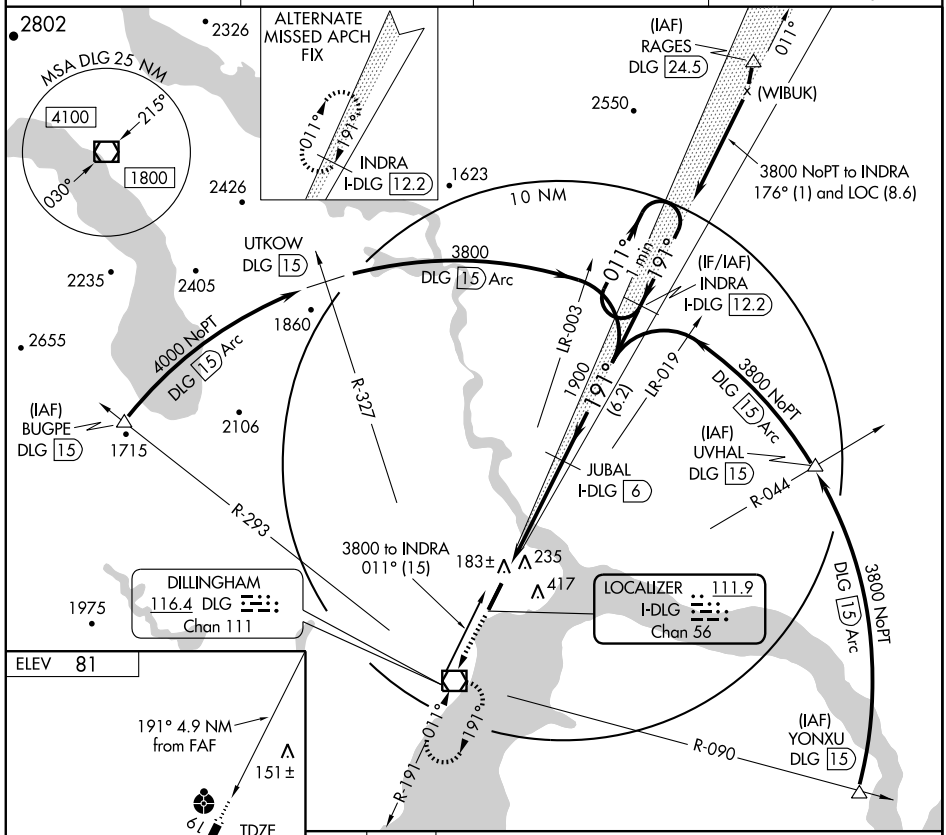
DILLINGHAM (DLG) (PADL)

Inoperative table does not apply. Circling NA east of Rwy 1-19.
Visibility reduction by helicopters NA.
When local altimeter not received, use Manokotak altimeter setting and increase all MDA 60 feet and S-19 visibility Cats C and D ¼ mile.

ODALS

MISSED APPROACH: Climb to 3800 direct DLG VOR/DME and hold, continue climb-in-hold to 3800.

AWOS-3	ATIS★	ANCHORAGE CENTER	DILLINGHAM RADIO
135.55	125.0	132.75 282.35	123.6 (CTAF) L



CATEGORY	A	B	C	D
S-19	540-1	459 (500-1)	540-1¼ 459 (500-1¼)	540-1½ 459 (500-1½)
CIRCLING	600-1	519 (600-1)	600-1½ 519 (600-1½)	640-2 559 (600-2)

HIRL Rwy 1-19 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	6400
011°	TDZE	81
	Apt Elev	81

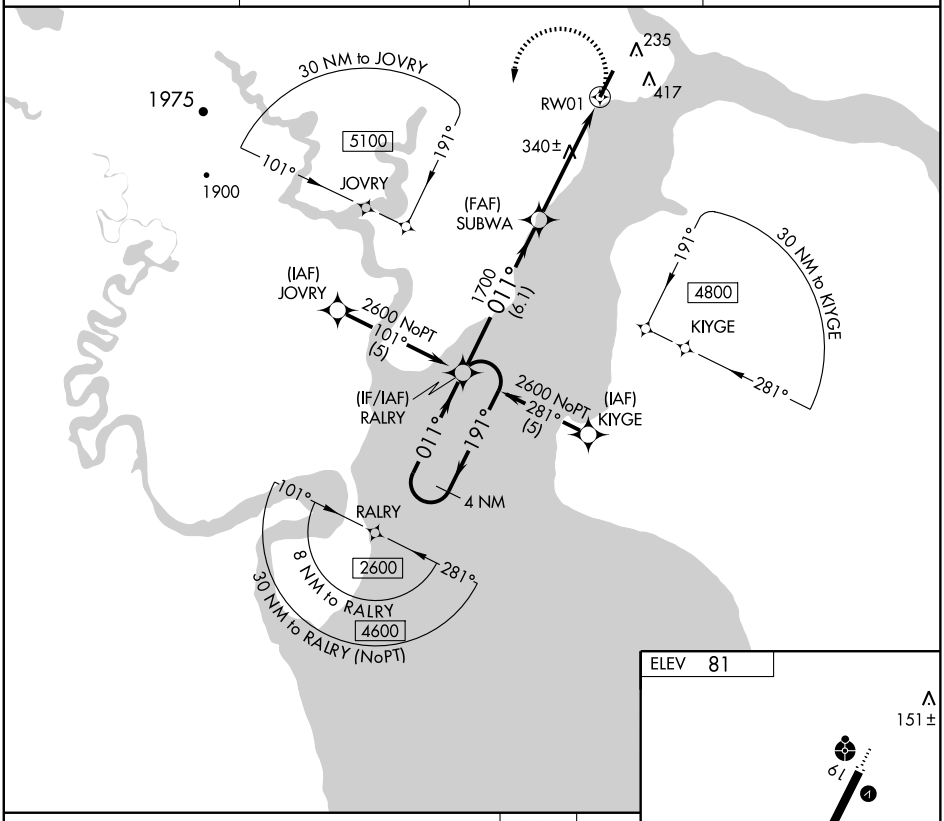
RNAV (GPS) RWY 1

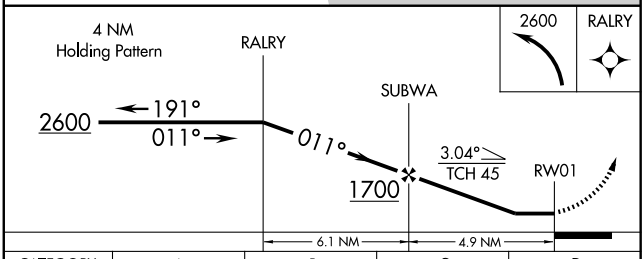
DILLINGHAM (DLG) (PADL)

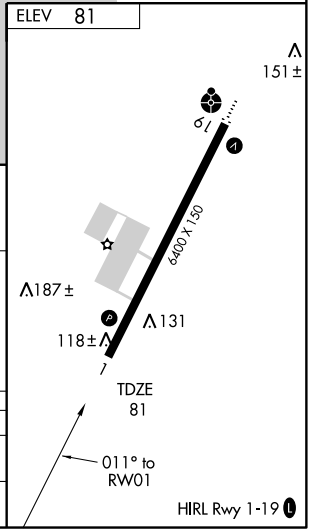
Inoperative table does not apply. Circling NA E of Rwy 1-19. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 60 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct RALRY and hold.

AWOS-3	ATIS★	ANCHORAGE CENTER	DILLINGHAM RADIO
135.55	125.0	132.75 282.35	123.6 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	640-1 559 (600-1)		640-1½ 559 (600-1½)	640-1¾ 559 (600-1¾)
CIRCLING	640-1 559 (600-1)		640-1½ 559 (600-1½)	640-2 559 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	6400
192°	TDZE	81
	Apt Elev	81

RNAV (GPS) RWY 19

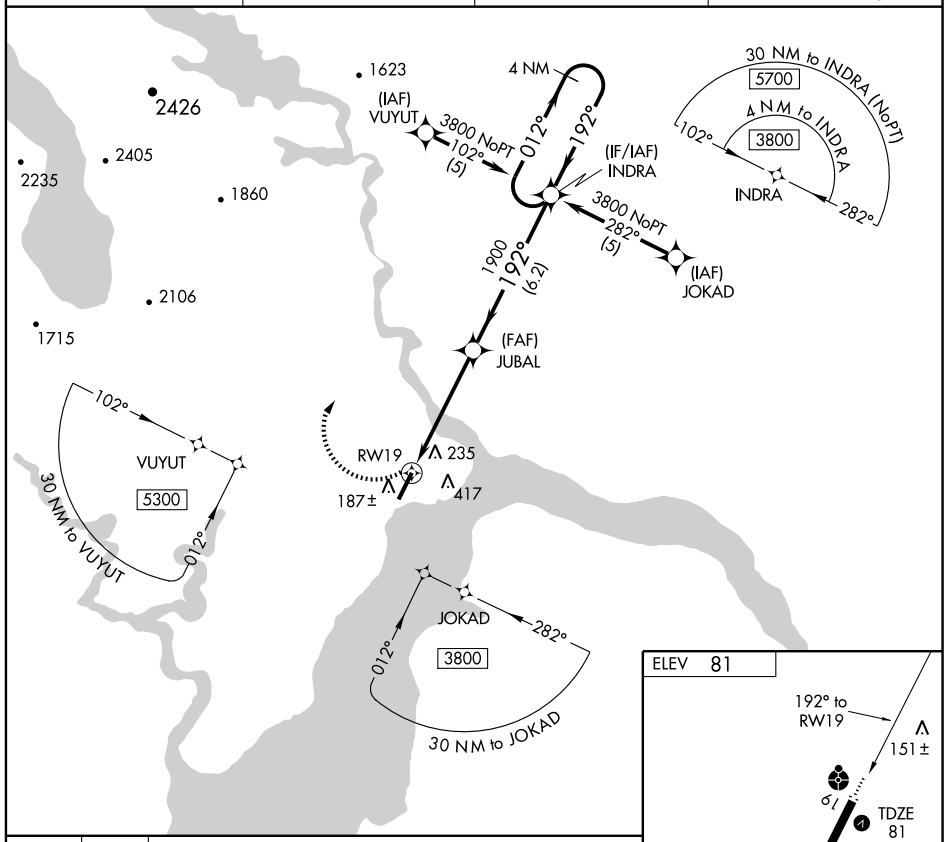
DILLINGHAM (DLG) (PADL)

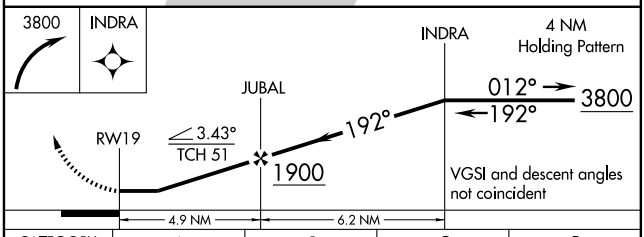
Inoperative table does not apply. Circling NA east of Rwy 1-19.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 60 feet and visibility Cats C and D ¼ mile.

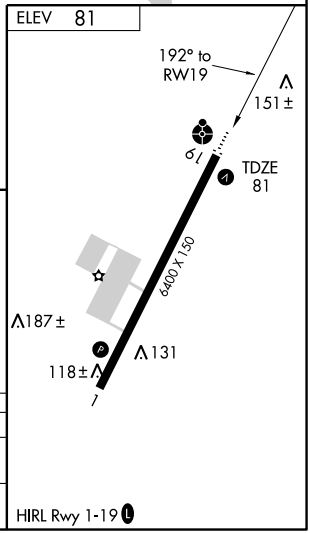
ODALS

MISSED APPROACH: Climbing right turn to 3800 direct INDRA and hold, continue climb-in-hold to 3800.

AWOS-3	ATIS *	ANCHORAGE CENTER	DILLINGHAM RADIO
135.55	125.0	132.75 282.35	123.6 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1	459 (500-1)	540-1¼ 459 (500-1¼)	540-1½ 459 (500-1½)
CIRCLING	600-1	519 (600-1)	600-1½ 519 (600-1½)	640-2 559 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

VOR/DME DLG	APP CRS	Rwy Idg	6400
116.4	191°	TDZE	81
Chan 111		Apt Elev	81

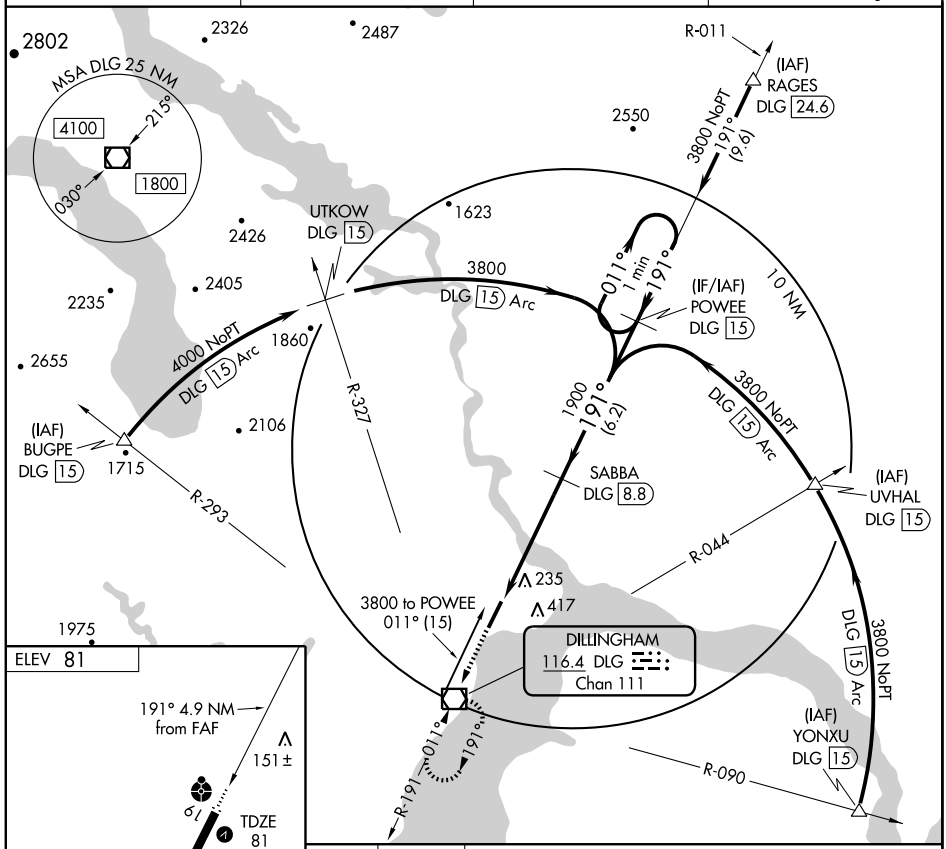
VOR/DME RWY 19
DILLINGHAM (DLG) (PADL)

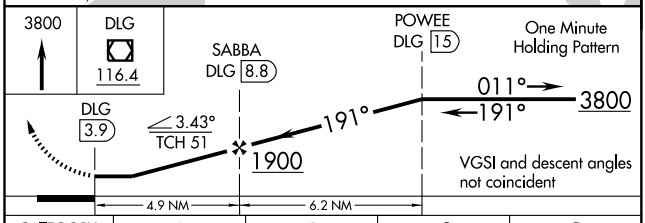
T Inoperative table does not apply. Circling NA east of runway 1-19.
A Visibility reduction by helicopters NA.
When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 60 feet and S-19 visibility Cat C and D ¼ mile.

ODALS

MISSED APPROACH: Climb to 3800 direct DLG VOR/DME and hold, continue climb-in-hold to 3800.

AWOS-3	ATIS★	ANCHORAGE CENTER	DILLINGHAM RADIO
135.55	125.0	132.75 282.35	123.6 (CTAF) L





CATEGORY	A	B	C	D
S-19	540-1	459 (500-1)	540-1¼ 459 (500-1¼)	540-1½ 459 (500-1½)
CIRCLING	600-1	519 (600-1)	600-1½ 519 (600-1½)	640-2 559 (600-2)

HIRL Rwy 1-19 L

AK. 17 DEC 2009 to 11 FEB 2010

VOR/DME DLG	APP CRS	Rwy Idg	6400
116.4	010°	TDZE	81
Chan 111		Apt Elev	81

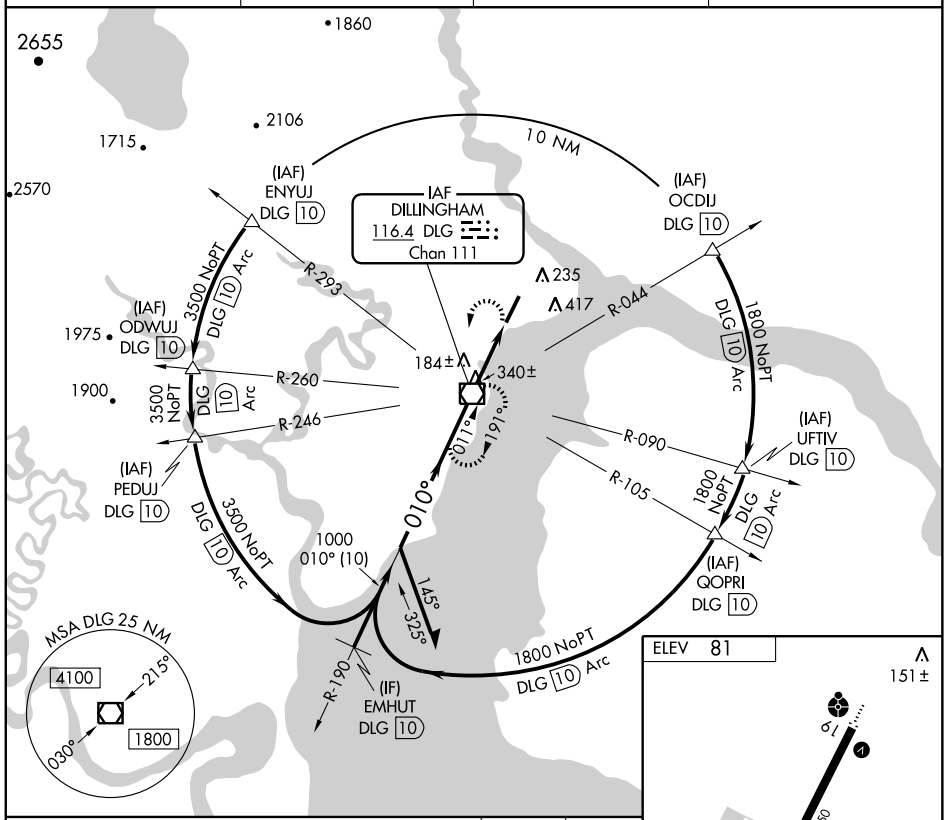
VOR RWY 1

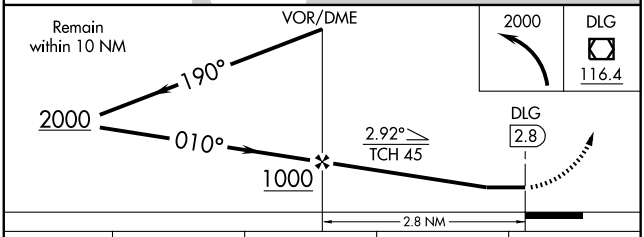
DILLINGHAM (DLG) (PADL)

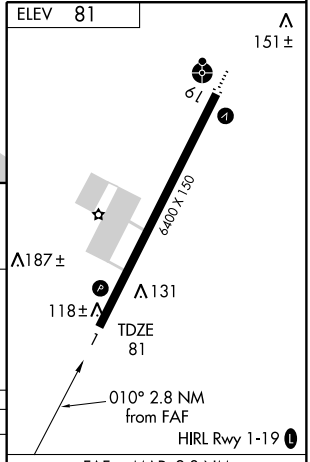
Inoperative table does not apply. Circling NA east of runway 1-19.
Visibility reduction by helicopters NA.
When local altimeter not received, use Manokotak altimeter setting and increase all MDA 60 feet and S-1 Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct DLG VOR/DME and hold, continue climb-in-hold to 2000.

AWOS-3	ATIS★	ANCHORAGE CENTER	DILLINGHAM RADIO
135.55	125.0	132.75 282.35	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-1	500-1 419 (500-1)		500-1¼ 419 (500-1¼)	
CIRCLING	600-1 519 (600-1)		600-1½ 519 (600-1½)	640-2 559 (600-2)

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3243
174°	TDZE	12
	Apt Elev	12

RNAV (GPS) RWY 17

EEK (EEK) (PAEE)

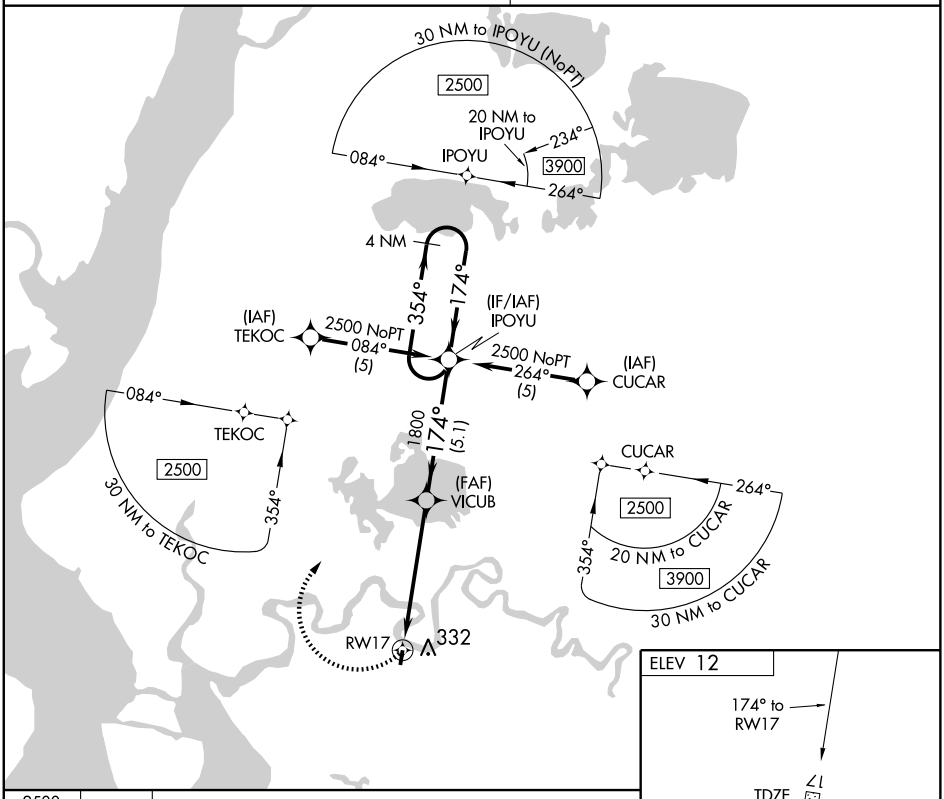
NA

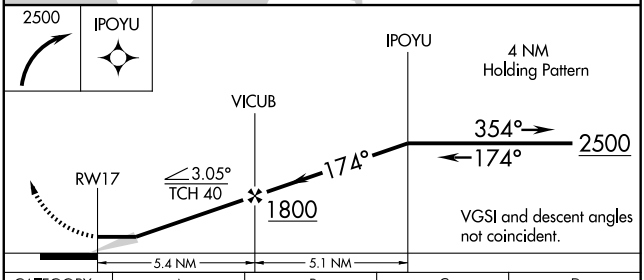
Use Bethel altimeter setting.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct IPOYU and hold.

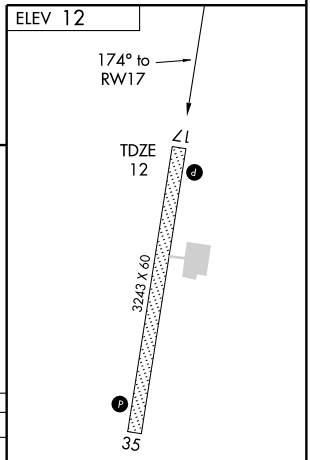
ANCHORAGE CENTER
125.2 372.0

CTAF
122.8 L





CATEGORY	A	B	C	D
LNAV MDA	620-1	608 (700-1)	NA	
CIRCLING	740-1	728 (800-1)	NA	



MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3243
354°	TDZE	12
	Apt Elev	12

RNAV (GPS) RWY 35

EEK (EEK) (PAEE)

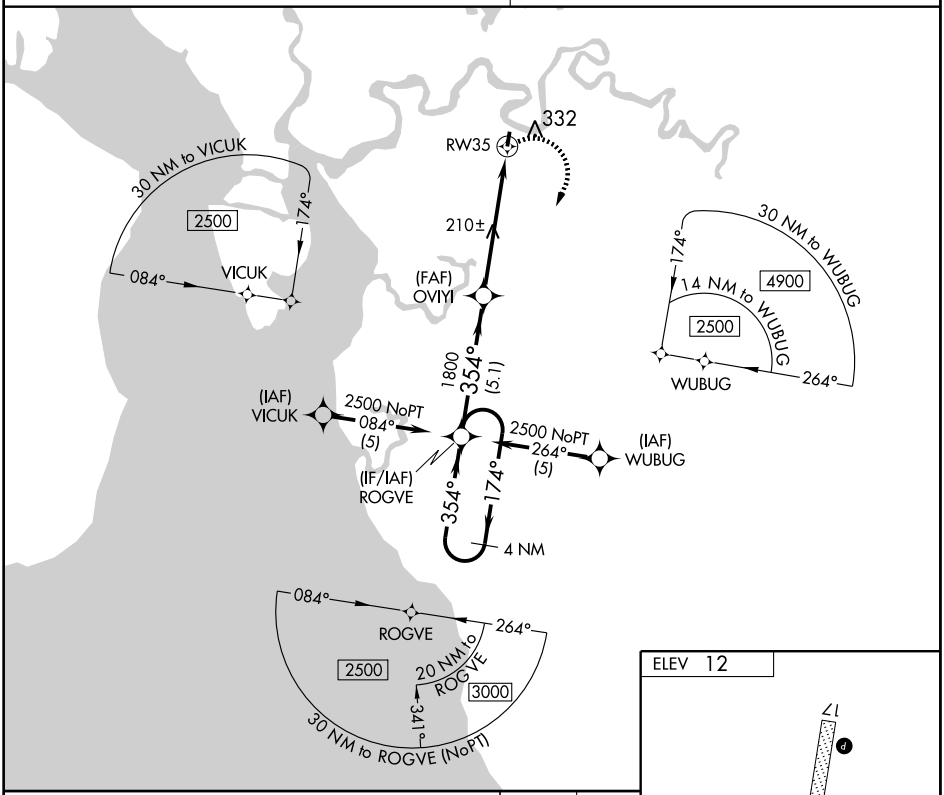
NA

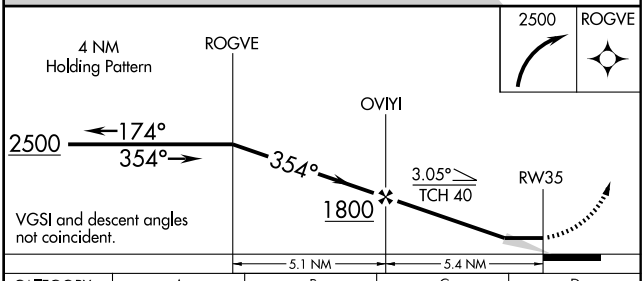
Use Bethel altimeter setting.
DME/DME RNP- 0.3 NA.

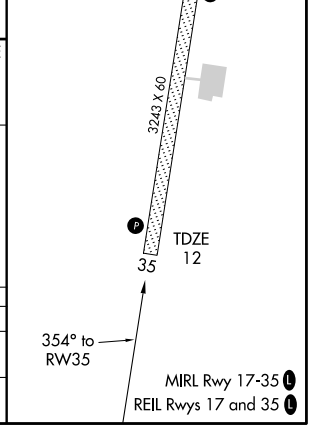
MISSED APPROACH: Climbing right turn to 2500 direct ROGVE and hold.

ANCHORAGE CENTER
125.2 372.0

CTAF
122.8 L





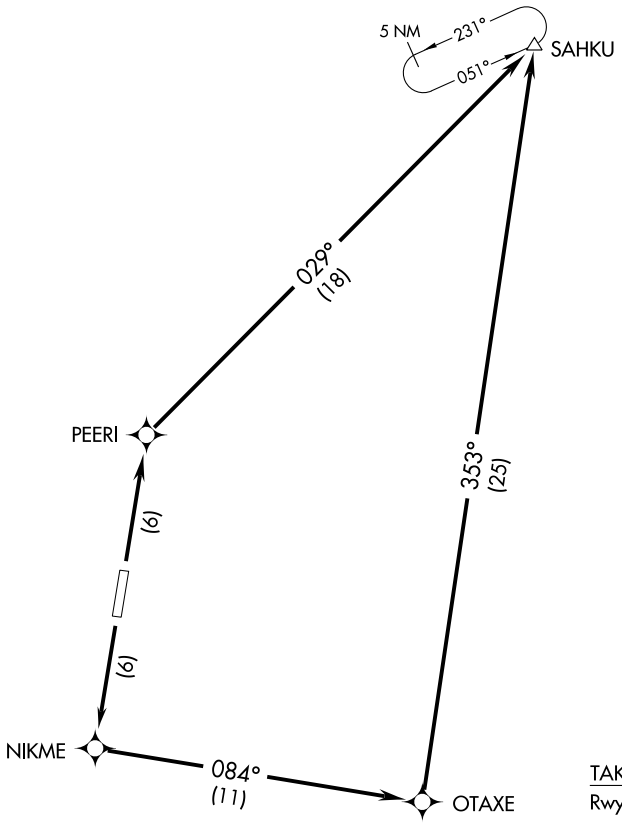


CATEGORY	A	B	C	D
LNAV MDA	620-1	608 (700-1)	NA	
CIRCLING	740-1	728 (800-1)	NA	

AK. 17 DEC 2009 to 11 FEB 2010

SAHKU ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
125.2 372.0
KENAI RADIO
122.65



TAKE-OFF MINIMUMS
Rwy 17, 35: Standard.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.

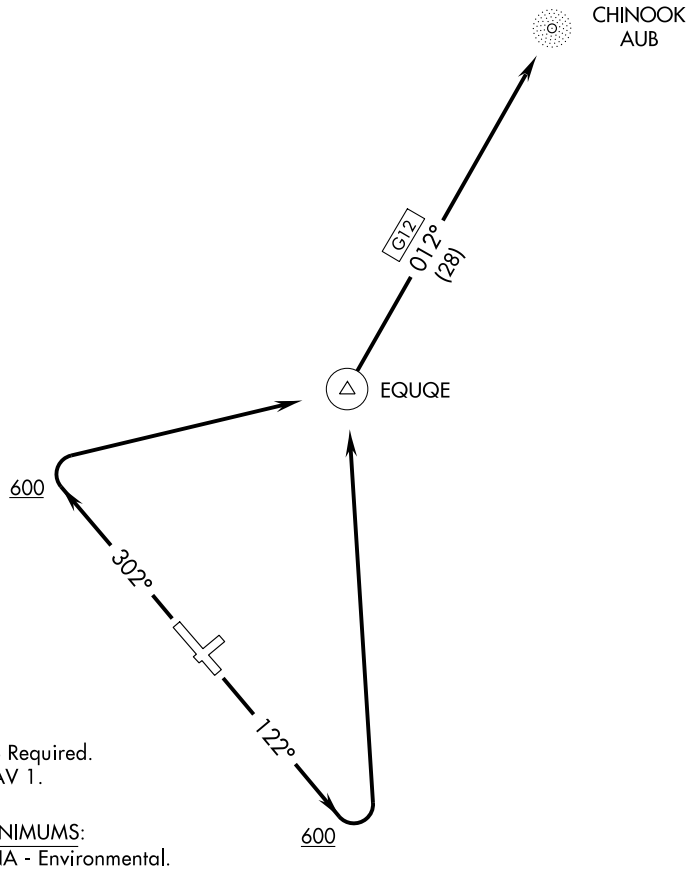
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb to 5000 direct NIKME, and left turn via track 084° to OTAXE, and left turn via track 353° to SAHKU.

TAKE-OFF RUNWAY 35: Climb to 5000 direct PEERI, and via track 029° to SAHKU.

EQUQE ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
124.8 354.0
CTAF
122.8



NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF MINIMUMS:
Rwy 3, 21: NA - Environmental.
Rwy 12,30: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Climb via 122° heading to 600, then climbing left turn to 2500 direct EQUQE, Thence ....
TAKE-OFF RWY 30: Climb via 302° heading to 600, then climbing right turn to 2500 direct EQUQE, Thence ....

.... from EQUQE proceed via G12 to AUB NDB.

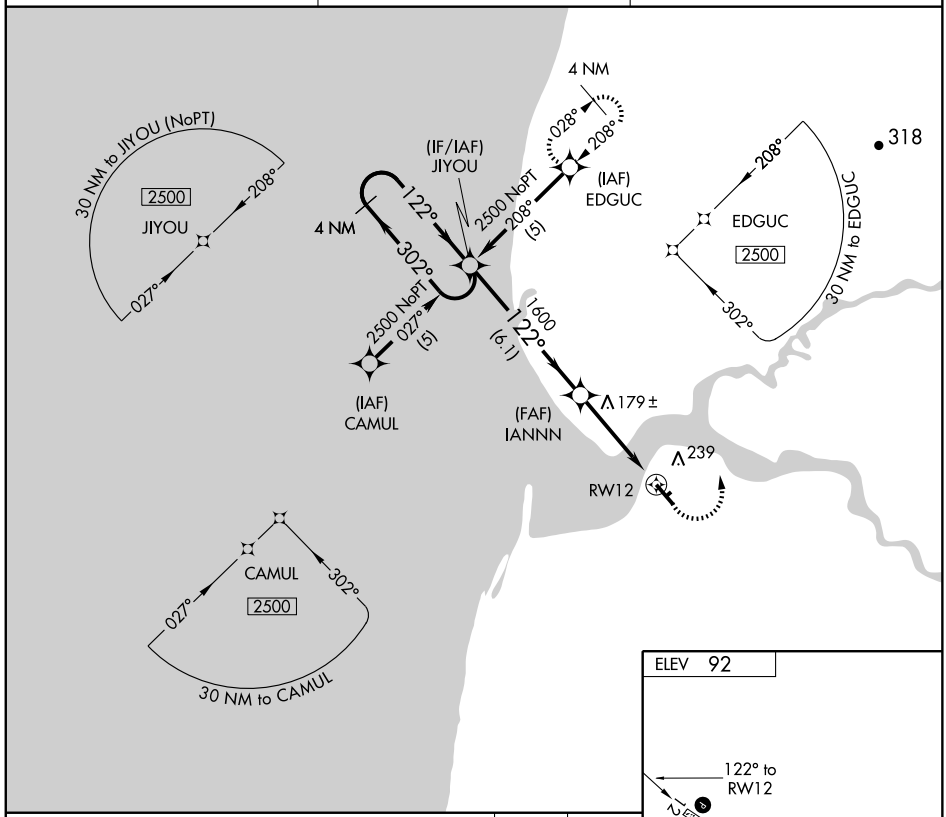
APP CRS	Rwy Idg	5600
122°	TDZE	84
	Apt Elev	92

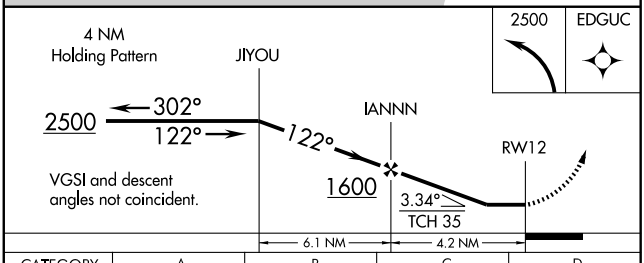
RNAV (GPS) RWY 12
EGEGIK (EII) (PAII)

DME/DME RNP-0.3 NA.

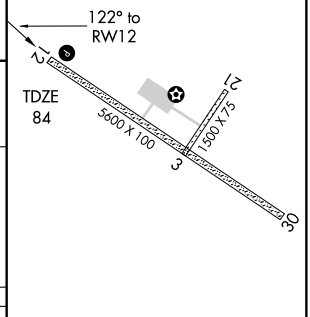
MISSED APPROACH: Climbing left turn to 2500 direct EDGUC and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.65	124.8 354.0	122.8 (L)





CATEGORY	A	B	C	D
LNAV MDA	500-1	416 (500-1)	500-1¼ 416 (500-1¼)	NA
CIRCLING	600-1	508 (600-1)	600-1½ 508 (600-1½)	NA



REIL Rwy 12 (L)
MIRL Rwy 3-21 and 12-30 (L)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	5600
302°	TDZE	92
	Apt Elev	92

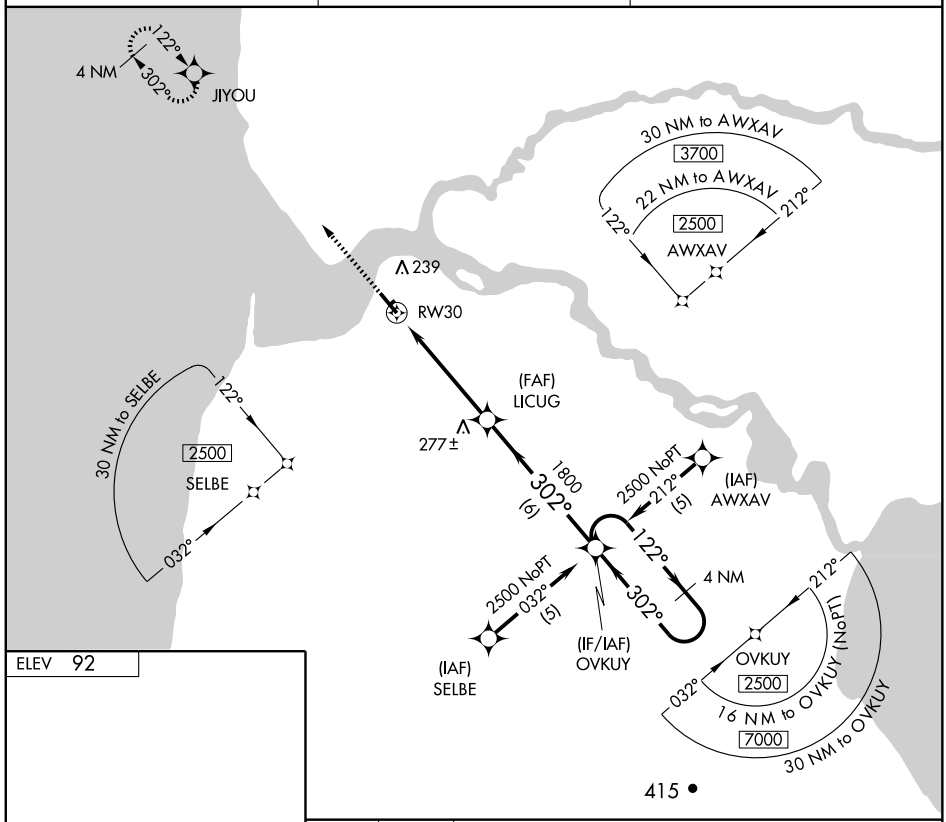
RNAV (GPS) RWY 30

EGEGIK (EII) (PAII)

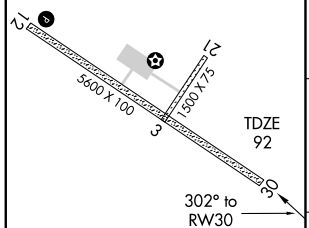
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct JIYOU and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.65	124.8 354.0	122.8 (L)

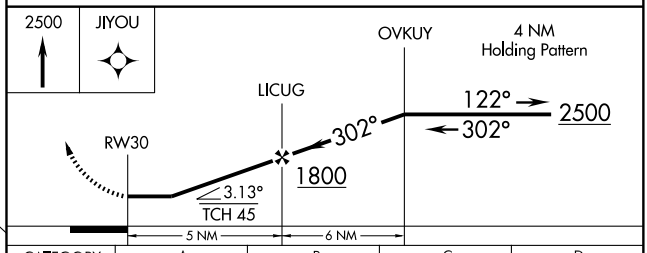


ELEV 92



REIL Rwy 12 (L)

MIRL Rwy 3-21 and 12-30 (L)



CATEGORY	A	B	C	D
LNAV MDA	540-1	448 (500-1)	540-1½ 448 (500-1½)	NA
CIRCLING	600-1	508 (600-1)	600-1½ 508 (600-1½)	NA

AK. 17 DEC 2009 to 11 FEB 2010

WAAS CH **86702** **W16A**	APP CRS **163°**	Rwy Idg **4601** TDZE **13** Apt Elev **13**

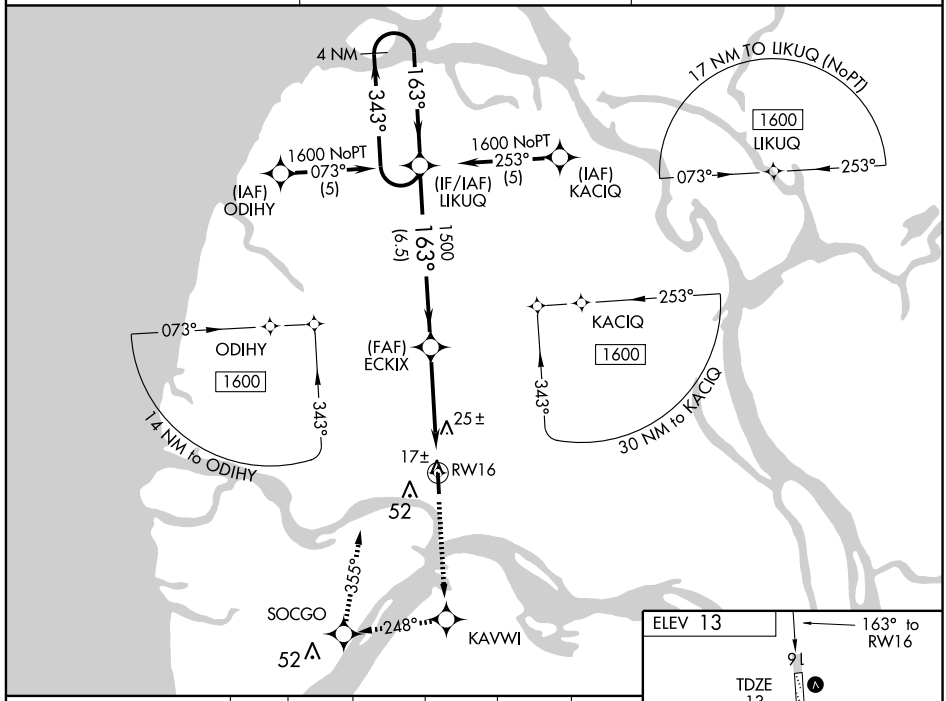
RNAV (GPS) RWY 16

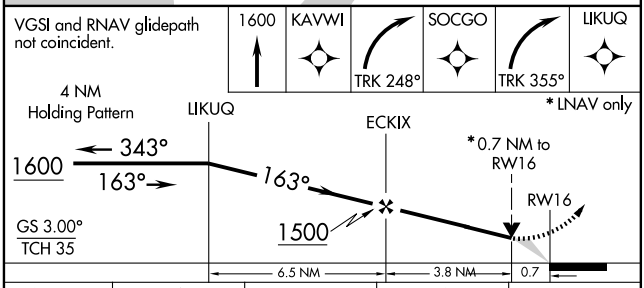
EMMONAK (ENM) (PAEM)

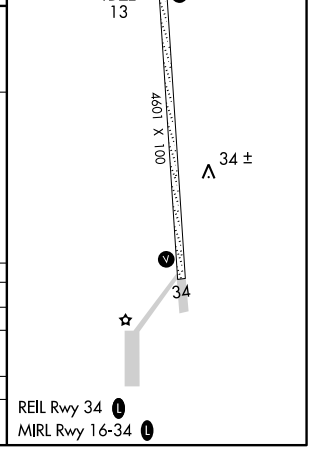
T A W If local altimeter setting not received, use St Mary's altimeter setting and increase all DAs 168 feet and all MDAs 180 feet. VDP NA with St Mary's altimeter setting. DME/DME RNP- 0.3 NA. BARO-VNAV NA when using St Mary's altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 1600 direct KAVWI and right turn via 248° track to SOCGO and right turn via 355° track to LIKUQ and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.35	**124.5**	**122.9** L







CATEGORY	A	B	C	D
LPV DA		263-1	250 (300-1)	
LNAV/VNAV DA		277-1	264 (300-1)	
LNAV MDA		280-1	267 (300-1)	
CIRCLING	380-1 367 (400-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

WAAS CH 42502 W34A	APP CRS 343°	Rwy Idg 4601 / TDZE 13 / Apt Elev 13

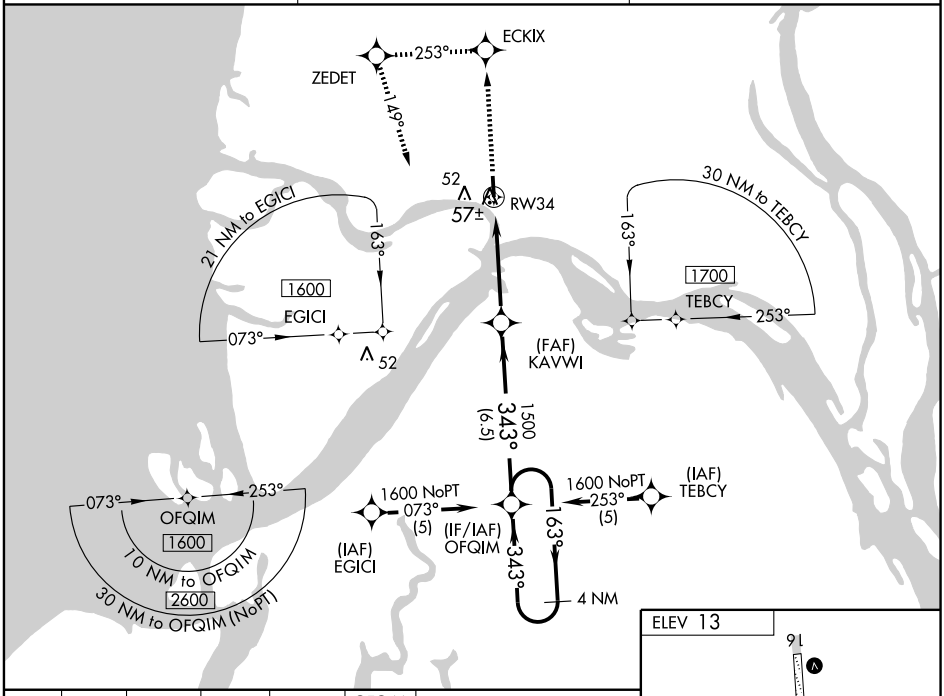
RNAV (GPS) RWY 34

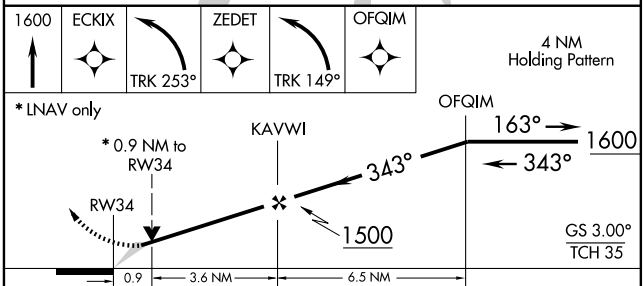
EMMONAK (ENM) (PAEM)

If local altimeter setting not received, use St Mary's altimeter setting and increase all DAs 168 feet and MDAs 180 feet. VDP NA with St Mary's altimeter setting. DME/DME RNP- 0.3 NA. BARO-VNAV NA when using St Mary's altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F).

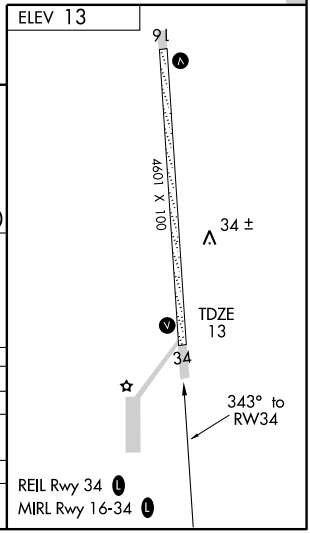
MISSED APPROACH: Climb to 1600 direct ECKIX and left turn via 253° track to ZEDET and left turn via 149° track to OFQIM and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.35	124.5	122.9 L





CATEGORY	A	B	C	D
LPV DA		263-1	250 (300-1)	
LNAV/VNAV DA		317-1	304 (400-1)	
LNAV MDA		320-1	307 (400-1)	
CIRCLING	380-1 367 (400-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)



AK, 17 DEC 2009 to 11 FEB 2010

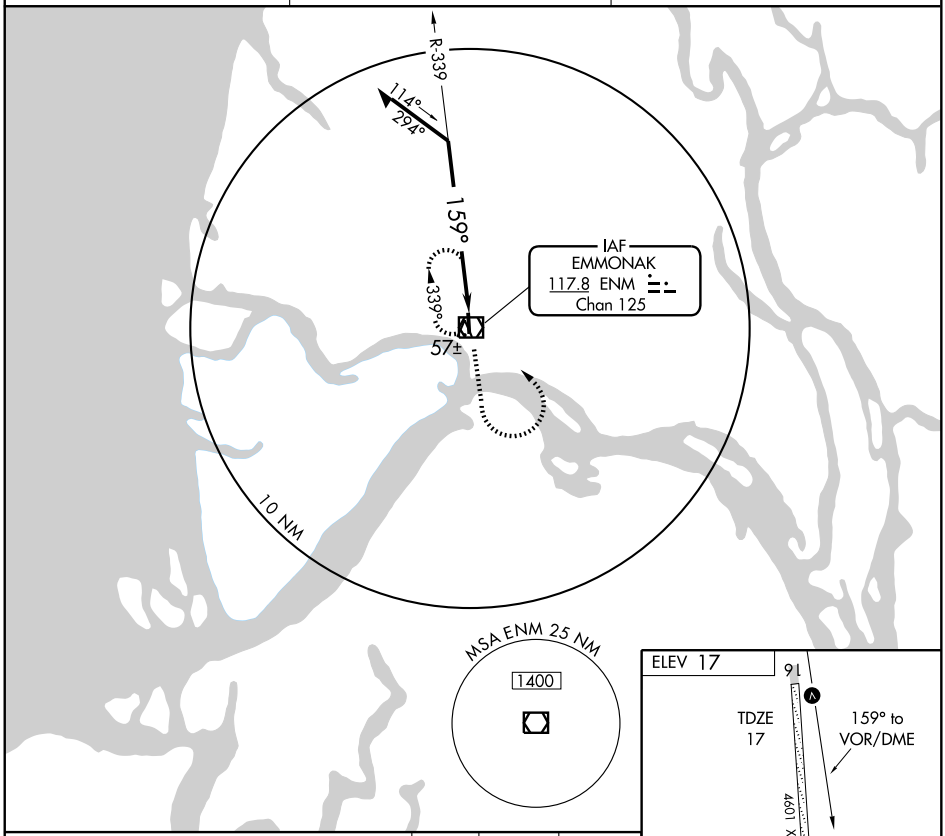
VOR/DME ENM	APP CRS	Rwy Idg	4601
117.8	159°	TDZE	17
Chan 125		Apt Elev	17

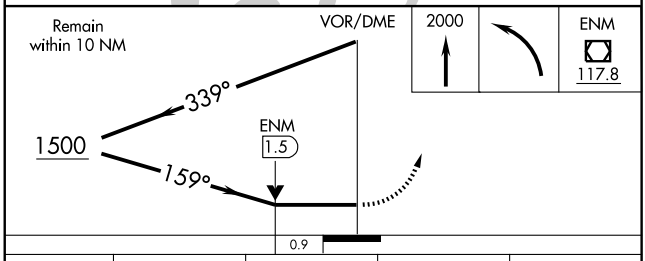
VOR RWY 16
EMMONAK (ENM) (PAEM)

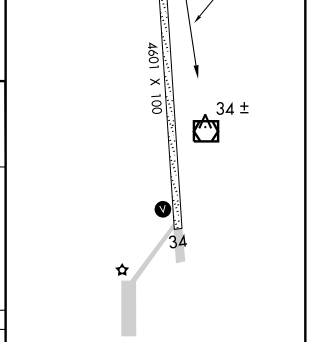
If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 180 feet.
VDP not authorized with St. Mary's altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct ENM VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.35	124.5	122.9 L







CATEGORY	A	B	C	D
S-16	340-1 323 (400-1)			
CIRCLING	380-1 363 (400-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

REIL Rwy 34 L
MIRL Rwy 16-34 L

AK. 17 DEC 2009 to 11 FEB 2010

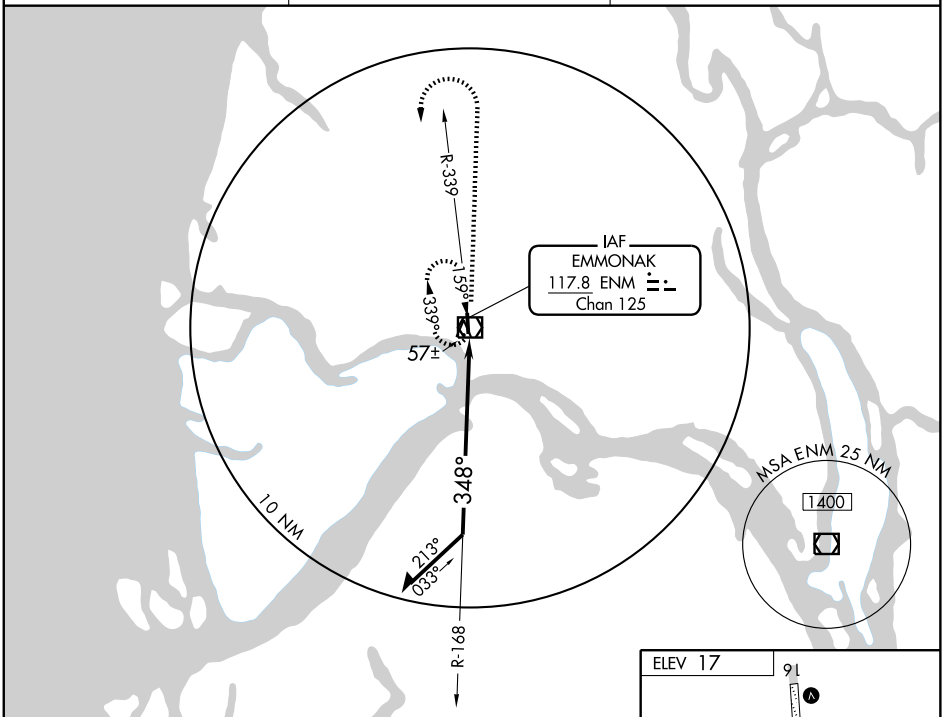
VOR/DME ENM	APP CRS	Rwy Idg	4601
117.8	348°	TDZE	17
Chan 125		Apt Elev	17

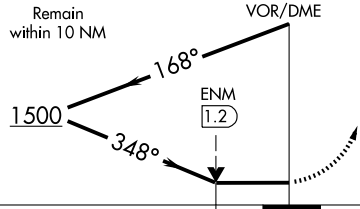
VOR RWY 34
EMMONAK (ENM) (PAEM)

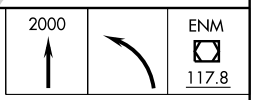
⚠ If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 180 feet.
VDP not authorized with St. Mary's altimeter setting.

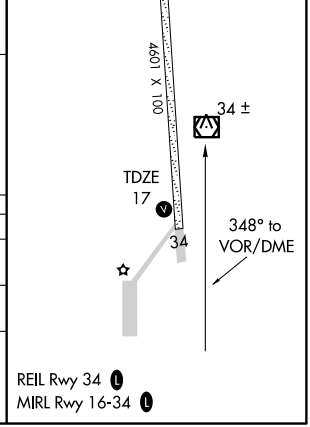
MISSED APPROACH: Climb to 2000 then left turn direct ENM VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.35	124.5	122.9 (L)



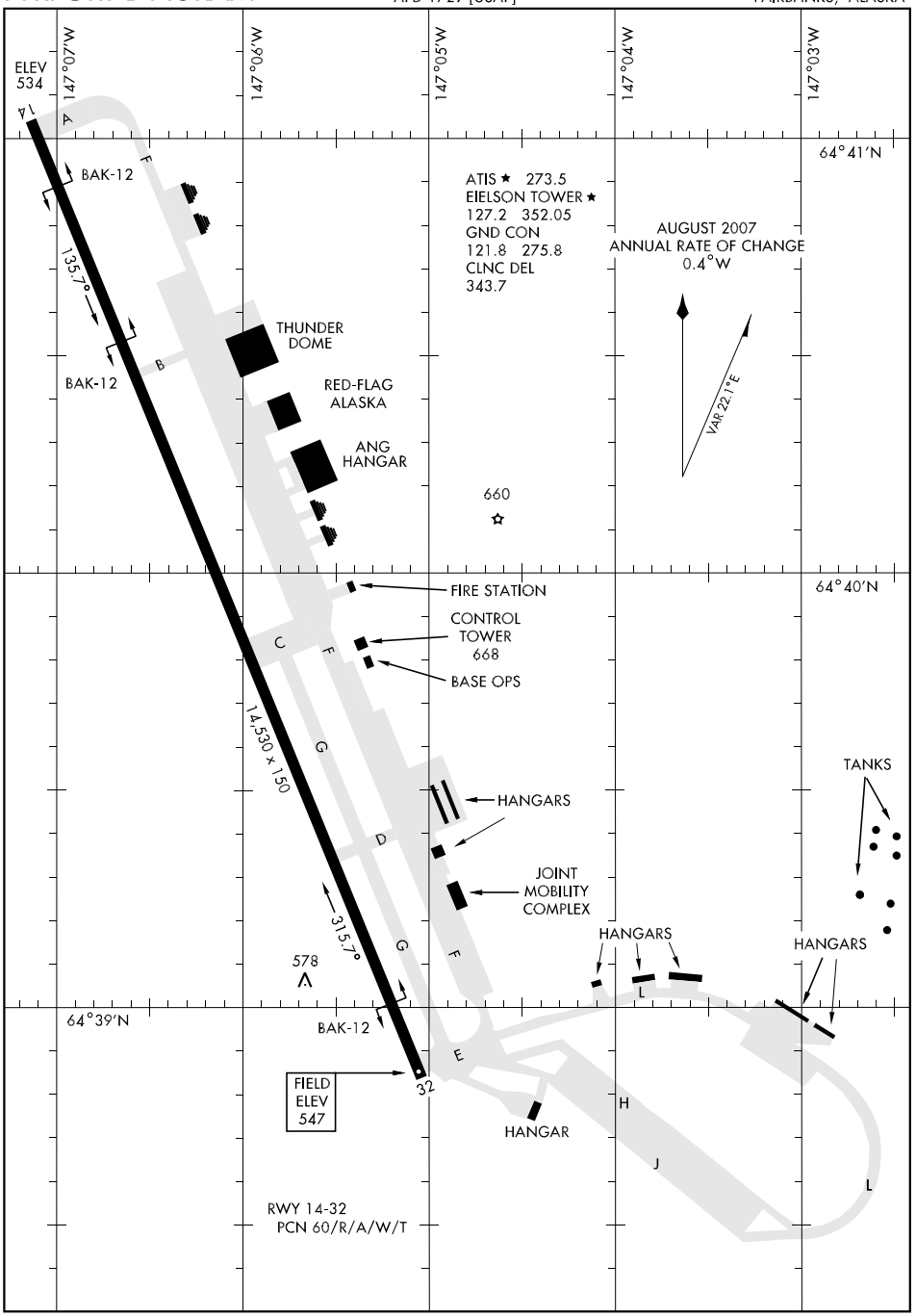




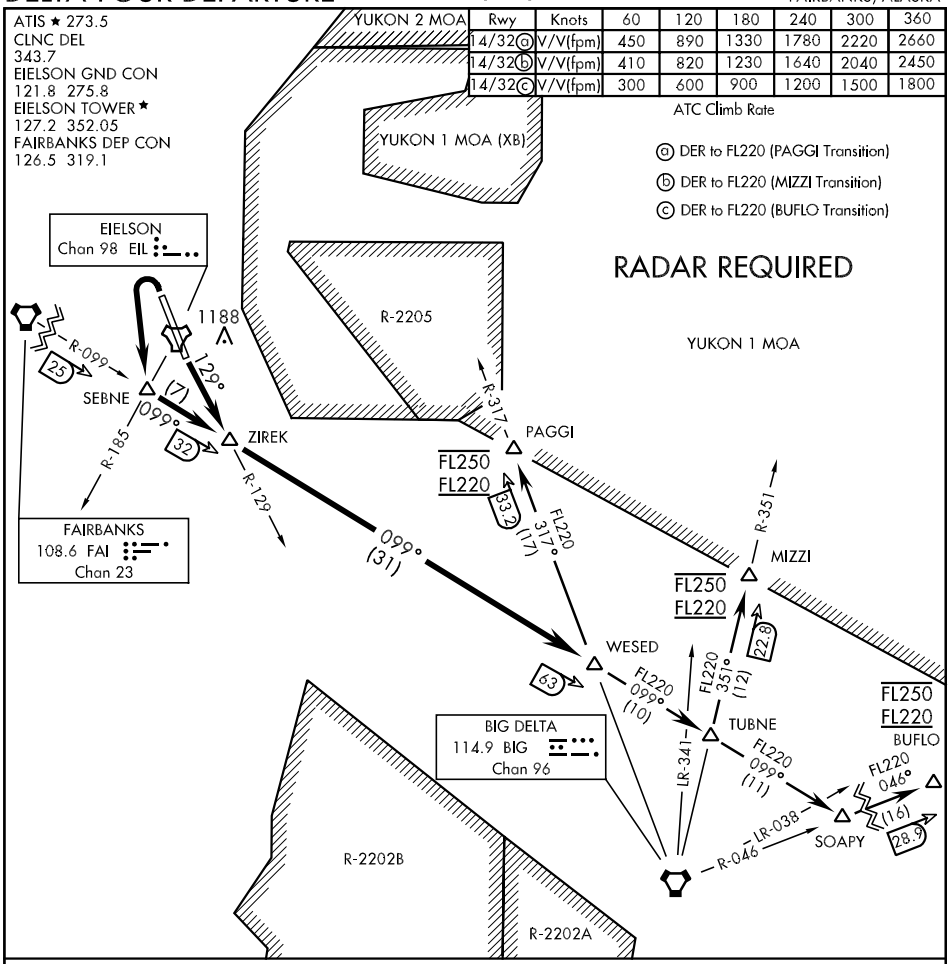


CATEGORY	A	B	C	D
S-34	360-1 343 (400-1)			360-1¼ 343 (400-1¼)
CIRCLING	380-1 363 (400-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010



AK, 17 DEC 2009 to 11 FEB 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Intercept EIL TACAN R-129 to join FAI VORTAC R-099 at ZIREK and track outbound. Thence. . .

TAKE-OFF RWY 32: Turn left to intercept FAI VORTAC R-099 at SEBNE. Proceed outbound direct ZIREK. Thence. . .

BUFLO GATE TRANSITION: Turn left at SOAPY and track outbound on BIG VORTAC R-046 to BUFLO. Cross BUFLO at FL220 block FL250.

MIZZI GATE TRANSITION: Turn left at TUBNE and track outbound on BIG VORTAC R-351 to MIZZI. Cross MIZZI at FL220 block FL250.

PAGGI GATE TRANSITION: Turn left at WESED and track outbound on BIG VORTAC R-317 to PAGGI. Cross PAGGI at FL220 block FL250.

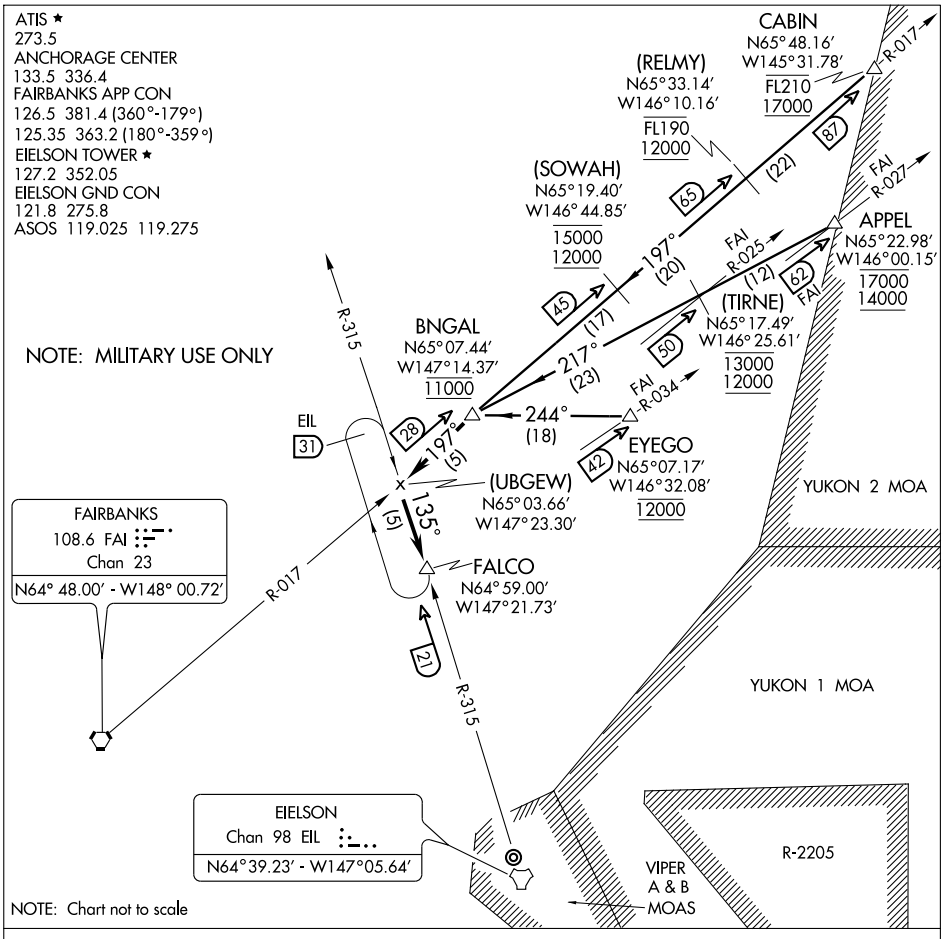
AK, 17 DEC 2009 to 11 FEB 2010

(FALCO.FALCO4) 09351

FALCO FOUR ARRIVAL

ST-1729 (FAA)

EIELSON AFB
FAIRBANKS, ALASKA



APPEL GATE TRANSITION (APPEL.FALCO4): From APPEL via heading 217° to BNGAL. Thence....

CABIN GATE TRANSITION (CABIN.FALCO4): From CABIN via the FAI R-017 to BNGAL. Thence....

EYEGO GATE TRANSITION (EYEGO.FALCO4): From EYEGO via heading 244° to BNGAL. Thence....

.... via the FAI R-017 and the EIL R-315 to FALCO. Expect IFR or VFR recovery clearance at BNGAL. Landing RWY 13 cross FALCO at or below 9000′ and at or above 5000′. Landing RWY 31 cross FALCO at 9000′.

AK, 17 DEC 2009 to 11 FEB 2010

FOX-FIVE DEPARTURE

SH-1729 [USAF]

ATIS ★ 273.5
CLNC DEL
343.7
EIELSON GND CON
121.8 275.8
EIELSON TOWER ★
127.2 352.05
FAIRBANKS DEP CON
126.5 319.1

Rwy	Knots	60	120	180	240	300	360
32ⓐⓑⓒ	V/V(fpm)	620	1230	1840	2450	3060	3680

ATC Climb Rate

ⓐ DER to 14,000 (AXSEM Transition)
ⓑ DER to FL220 (APPEL Transition)
ⓒ DER to FL200 (CABIN Transition)

RADAR REQUIRED

CABIN
FL260
FL220

HUSUG
FL220

APPEL
FL260
FL220

SELEE
FL200

OYUTO
FL180

RESTO
FL200
16,000

ROLOE
14,000

WAPAX
10,000

FRITZ
5000

AXSEM
16,000
14,000

024° (32)
024° (14.4)
024° (9.3)
034° (17.6)
335°
048°
R-335
R-024
R-034
R-048

YUKON 2 MOA
YUKON 1 MOA (XB)
YUKON 1 MOA
R-2205

EIELSON
Chan 98 EIL

FAIRBANKS
108.6 FAI
Chan 23

1188

(Continued on next page)

AK, 17 DEC 2009 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION
(CONTINUED)

TAKE-OFF RWY 32: Turn right, intercept EIL TACAN R-335 and track outbound direct FRITZ, direct WAPAX. Cross FRITZ at or above 5000, cross WAPAX at or above 10,000. Thence . . .

APPEL GATE TRANSITION: Cross ROLOE at or above 14,000. Turn right track outbound on FAI VORTAC R-034 direct OYUTO, direct APPEL. Cross OYUTO at or above FL180, cross APPEL at or above FL220 block FL260.

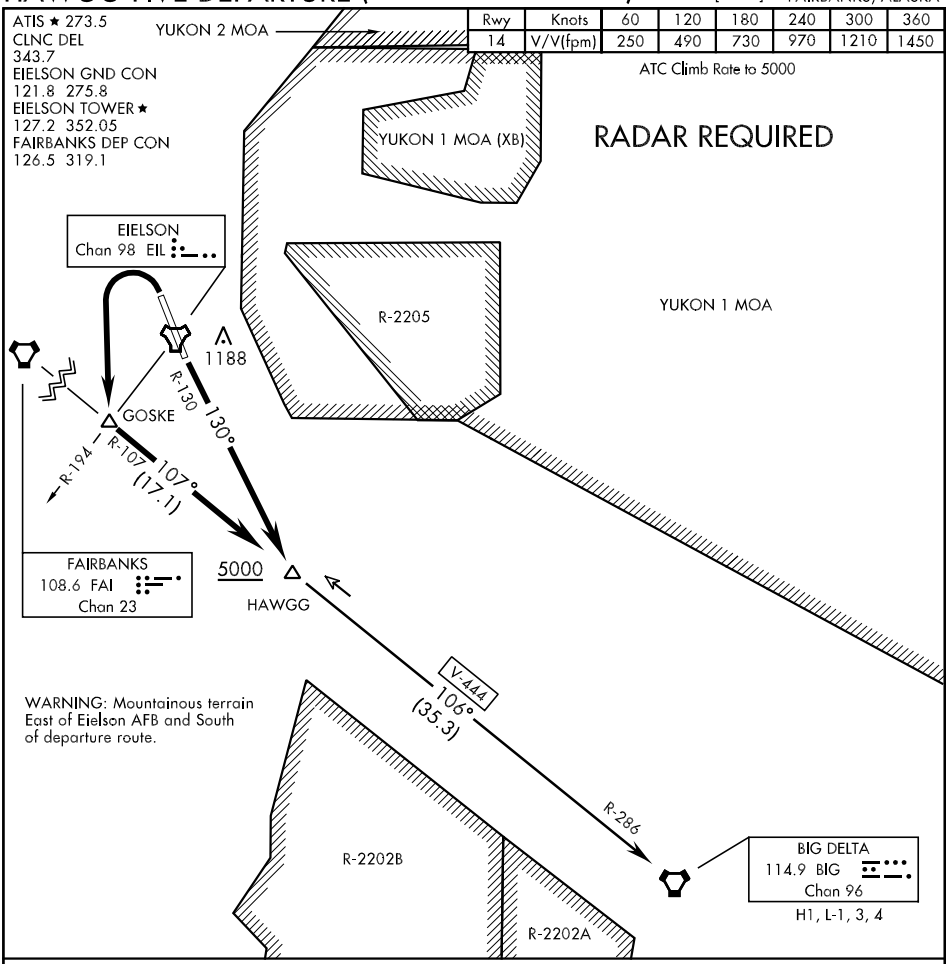
AXSEM GATE TRANSITION: Turn right and track outbound on FAI VORTAC R-048 to AXSEM. Cross AXSEM at or above 14,000 block 16,000.

CABIN GATE TRANSITION: Cross RESTO at or above 16,000 block FL200. Turn right and track outbound on FAI VORTAC R-024 direct SELEE, direct HUSUG, direct CABIN. Cross SELEE at FL200, cross HUSUG at or above FL220, cross CABIN at or above FL220 block FL260.

AK, 17 DEC 2009 to 11 FEB 2010

HAWGG-FIVE DEPARTURE (HAWGG5•HAWGG)

SL-1729 [USAF] FAIRBANKS, ALASKA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn left to join EIL TACAN R-130 to FAI VORTAC R-107. Cross HAWGG at or above 5000. Thence . . .

TAKE-OFF RWY 32: Turn left to GOSKE then continue outbound FAI VORTAC R-107 to HAWGG. Cross HAWGG at or above 5000. Thence . . .

Intercept V-444 to BIG VORTAC, thence via assigned route.

AK, 17 DEC 2009 to 11 FEB 2010

ILS or LOC/DME RWY 14

LOC I-EIL	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-1729 [USAF]	EIELSON AFB (PAEI)
110.5	136°	14,530 / 536 / 547		

* When ALS inop, increase RVR to 40, vis ¾ mile.
** When ALS inop, increase vis CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ mile.
*** Circling not authorized NE Rwy 14-32.

ALSF-1

† MISSED APPROACH: Climb to 4000 on track 138° to EIL, then turn right to intercept EIL R-245 to WAKOV and hold.

ATIS ★	FAIRBANKS APP CON	EIELSON TOWER ★	GND CON	CLNC DEL
273.5	126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°)	127.2 352.05	121.8 275.8	343.7

RADAR or DME REQUIRED

CAUTION: RWY 14 ILS and PAPI not coincidental.

CAUTION: Holding not authorized at WAKOV unless approved by ATC.

† CAUTION: Missed Approach Minimum Climb Rate to 4000

Knots	60	120	180	240
V/V(fpm)	220	440	660	880

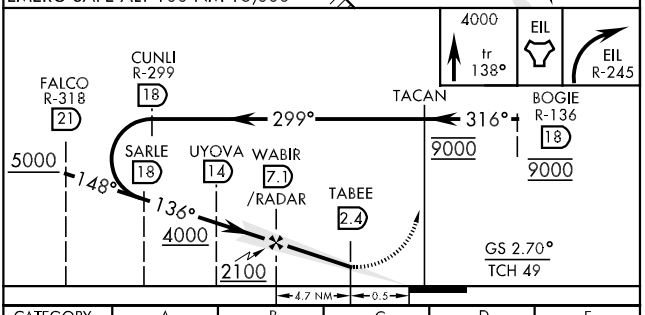
ATC Minimum Climb Rate

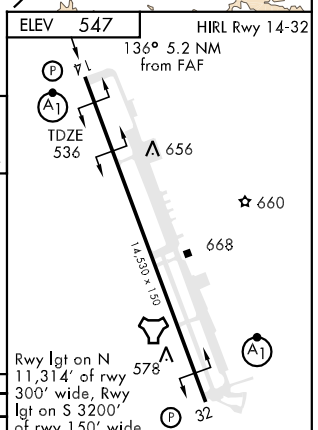
Max holding 265 KIAS
Max holding alt 6000

EIELSON Chan 98 EIL

LOCALIZER 110.5 I-EIL

EMERG SAFE ALT 100 NM 16,000





CATEGORY	A	B	C	D	E
S-ILS 14 *	736/24		200	(200-½)	
S-LOC 14 **	900/24	364 (400-½)	900/40	364	(400-¾)
CIRCLING ***	1000-1 453 (500-1)	1040-1 493 (500-1)	1040-1½ 493 (500-1½)	1100-2 553 (600-2)	1200-2¼ 653 (700-2¼)

LOC FAF to MAP 4.7 NM					
Knots	120	140	160	180	200
Min:Sec	2:36	2:14	2:36	1:44	1:34

ILS or LOC/DME RWY 32

LOC I-EAF	APCH CRS	Rwy ldg	TDZE	Arpt Elev
109.9	316°	14,530	547	547

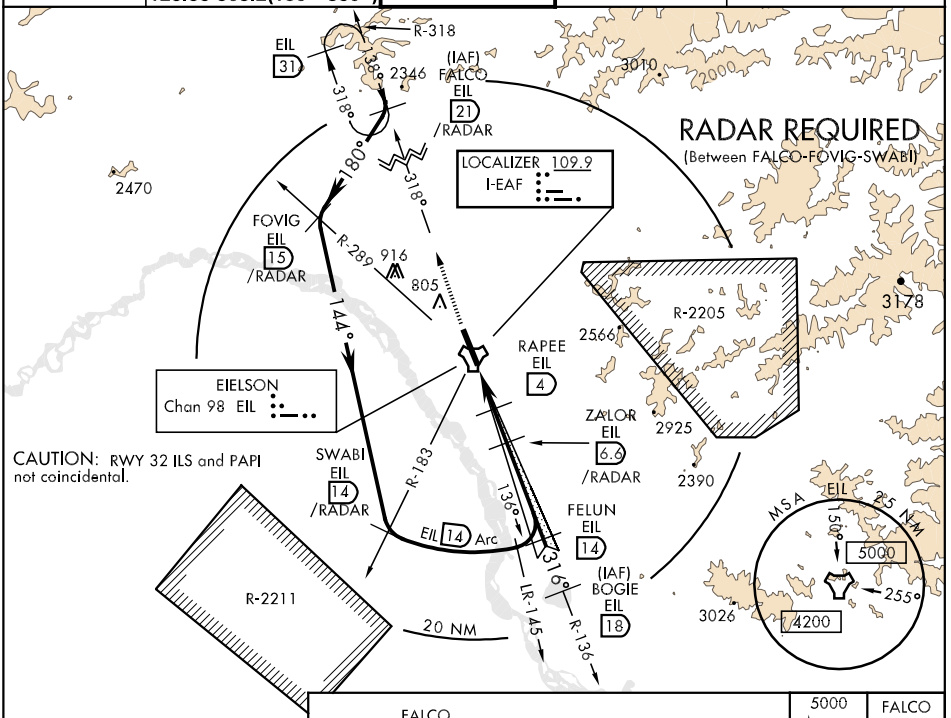
AL-1729 [USAF] EIELSON AFB (PAEI)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis CAT ABC RVR to 50 vis to 1 mile, CAT DE RVR to 60 vis to 1¼ mile.
*** Circling not authorized NE Rwy 14-32.

ALSF-1 (A1)

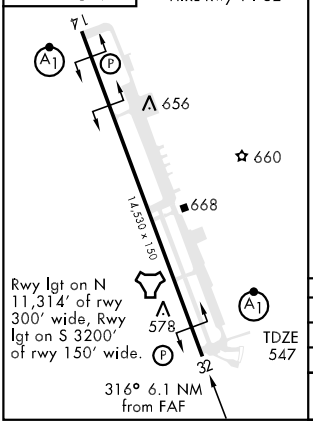
MISSED APPROACH: Climb to 5000 on EIL R-318 to FALCO (EIL R-318/21 DME) and hold.

ATIS ★	FAIRBANKS APP CON	EIELSON TOWER ★	GND CON	CLNC DEL
273.5	126.5 381.4 (360°-179°) 125.35 363.2(180°-359°)	127.2 352.05	121.8 275.8	343.7

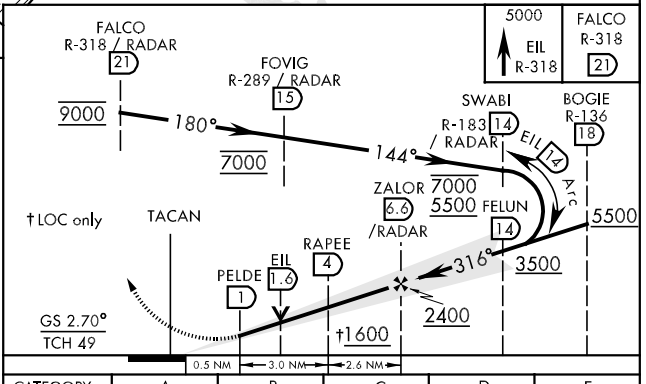


EMERG SAFE ALT 100 NM 16,000

ELEV 547 HIRL Rwy 14-32



Rwy lgt on N 11,314′ of rwy 300′ wide, Rwy lgt on S 3200′ of rwy 150′ wide.

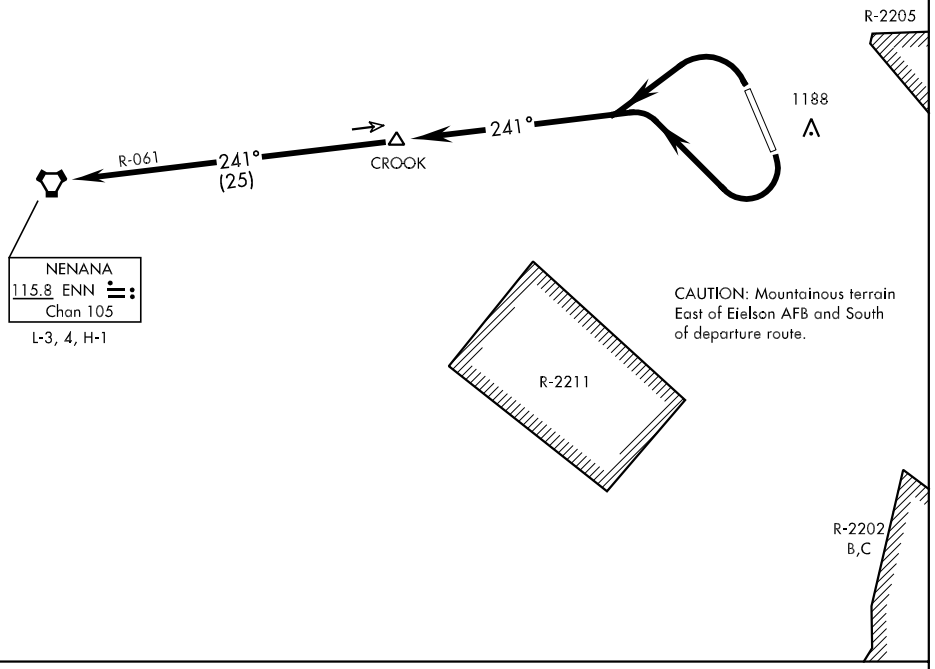


CATEGORY	A	B	C	D	E
S-ILS 32 *	747/24		200	(200-½)	
S-LOC 32 **	920/24	373 (400-½)	920/40	373	(400-¾)
CIRCLING ***	1000-1 453 (500-1)	1040-1 493 (500-1)	1040-1½ 493 (500-1½)	1100-2 553 (600-2)	1200-2¼ 653 (700-2¼)

AK, 17 DEC 2009 to 11 FEB 2010

NENANA FOUR DEPARTURE (NENNA4•ENN)

ATIS ★ 273.5
CLNC DEL
343.7
EIELSON GND CON
121.8 275.8
EIELSON TOWER ★
127.2 352.05
FAIRBANKS DEP CON
126.5 319.1



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right to intercept ENN VORTAC R-061 and climb to assigned altitude, thence . . .

TAKE-OFF RWY 32: Turn left to intercept ENN VORTAC R-061 and climb to assigned altitude, thence . . .

Proceed to NENANA via R-061 then via assigned route.

TACAN RWY 14

TACAN	APCH CRS	Rwy ldg	14,530
Chan 98 EIL	138°	TDZE	536
		Arpt Elev	547

AL-1729 [USAF]

EIELSON AFB (PAEI)

▼ * When ALS inop, increase vis CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ mile.
** Circling not authorized NE Rwy 14-32.

ALSF-1

† MISSED APPROACH: Climb to 4000 on track 138° to EIL, then turn right to intercept EIL R-245 to WAKOV and hold.

ATIS ★	FAIRBANKS APP CON	EIELSON TOWER ★	GND CON	CLNC DEL
273.5	126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°)	127.2 352.05	121.8 275.8	343.7

RADAR or DME REQUIRED

EIL 31 R-318 138° 318° (IAF) FALCO EIL 21 2346 R-300 EBELE EIL 18 FABOK EIL 18 ZETAM EIL 14 2470 EIL 14 Arc LR-310 300° 916 HAMIR 7.1 /RADAR COSOL 4.1

4421 3010 2000

†CAUTION: Missed Approach Minimum Climb Rate to 4000

Knots	60	120	180	240
V/V(fpm)	230	460	690	920

ATC Minimum Climb Rate

CAUTION: Holding not authorized at WAKOV unless approved by ATC.

Max holding 265 KIAS
Max holding alt 6000

245° 065° R-245 (IAF) WAKOV EIL 14 4000

MSA EIL 25 NM 150° 5000 255° 4200 20 NM

EIELSON Chan 98 EIL

316° R-136

3178 2566 R-2205 2925 2390

(IAF) BOGIE EIL 18

R-2211

EMERG SAFE ALT 100 NM 16,000

ELEV 547 HIRL Rwy 14-32

138° to TACAN

TDZE 536 656 660 668 14,580 × 150 578 32

Rwy lgt on N 11,314′ of rwy 300′ wide, Rwy lgt on S 3200′ of rwy 150′ wide.

4000 tr 138° EIL EIL R-245

FALCO R-318 21 FABOK 18 TACAN 300° 316° BOGIE R-136 18 9000 9000 5000 138° EBELE 18 ZETAM 14 HAMIR 7.1 /RADAR COSOL 4.1 WANUR 2.4 4000 2100 1200 2.66° TCH 54

3 NM 1.7 NM 0.5 NM

CATEGORY	A	B	C	D	E
S-14*	900/24 364 (400-½)		900/40 364		(400-¾)
CIRCLING **	1000-1 453 (500-1)	1040-1 493 (500-1)	1040-1½ 493 (500-1½)	1100-2 553 (600-2)	1200-2¼ 653 (700-2¼)

AK, 17 DEC 2009 to 11 FEB 2010

TACAN RWY 32

TACAN EIL Chan 98	APCH CRS 316°	Rwy ldg 14,530 TDZE 547 Arpt Elev 547

AL-1729 [USAF]

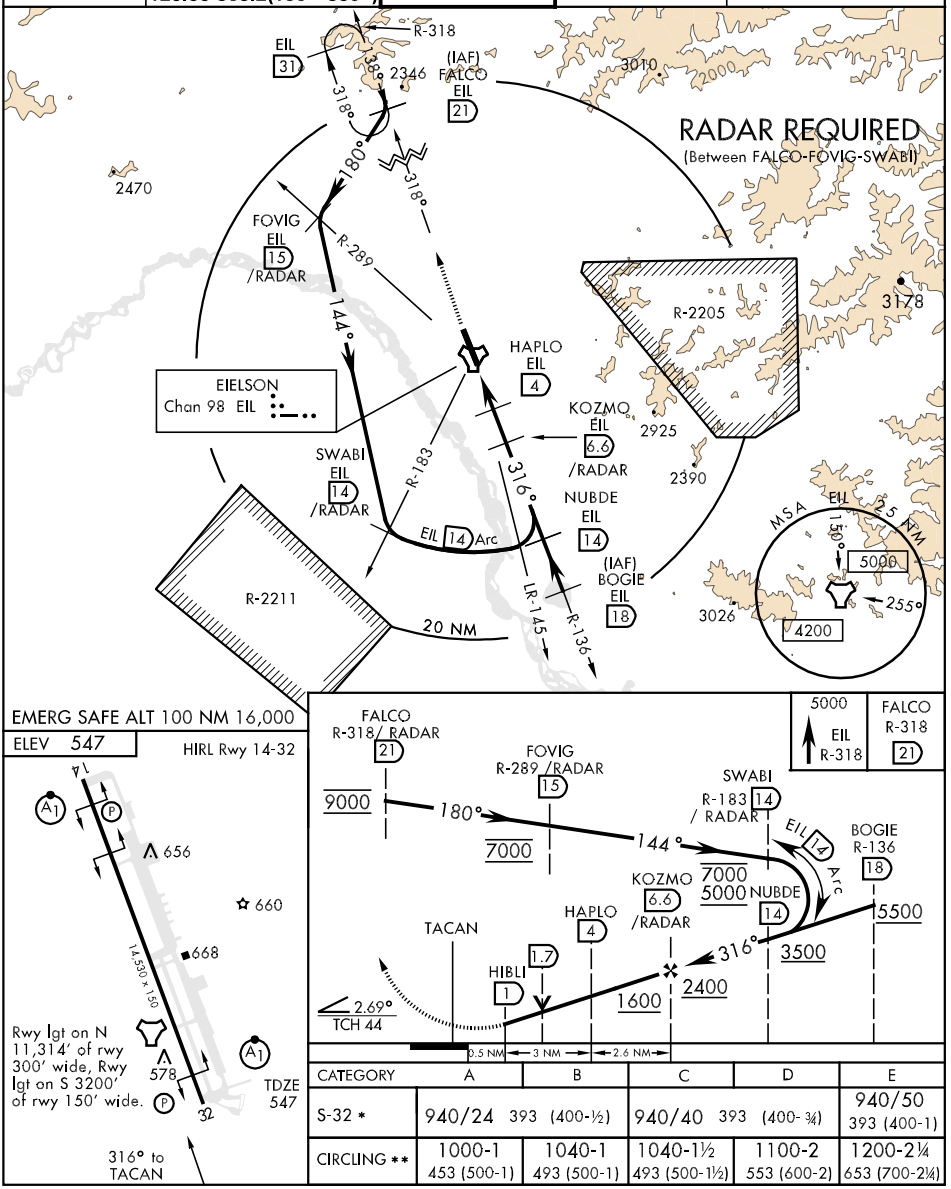
EIELSON AFB (PAEI)

▼*When ALS inop, increase vis CAT ABC RVR to 50 vis to 1 mile, CAT D RVR to 60 vis to 1¼ mile, CAT E vis to 1½ mile.
** Circling not authorized NE Rwy 14-32.

ALSF-1 (A1)

MISSED APPROACH: Climb to 5000 on EIL R-318 to FALCO (EIL R-318/21 DME) and hold.

ATIS ★	FAIRBANKS APP CON	EIELSON TOWER ★	GND CON	CLNC DEL
273.5	126.5 381.4 (360°-179°) 125.35 363.2(180°-359°)	127.2 352.05	121.8 275.8	343.7



EMERG SAFE ALT 100 NM 16,000

ELEV 547

HIRL Rwy 14-32

CATEGORY	A	B	C	D	E
S-32 *	940/24 393 (400-½)		940/40 393 (400-¾)		940/50 393 (400-1)
CIRCLING **	1000-1 453 (500-1)	1040-1 493 (500-1)	1040-1½ 493 (500-1½)	1100-2 553 (600-2)	1200-2¼ 653 (700-2¼)

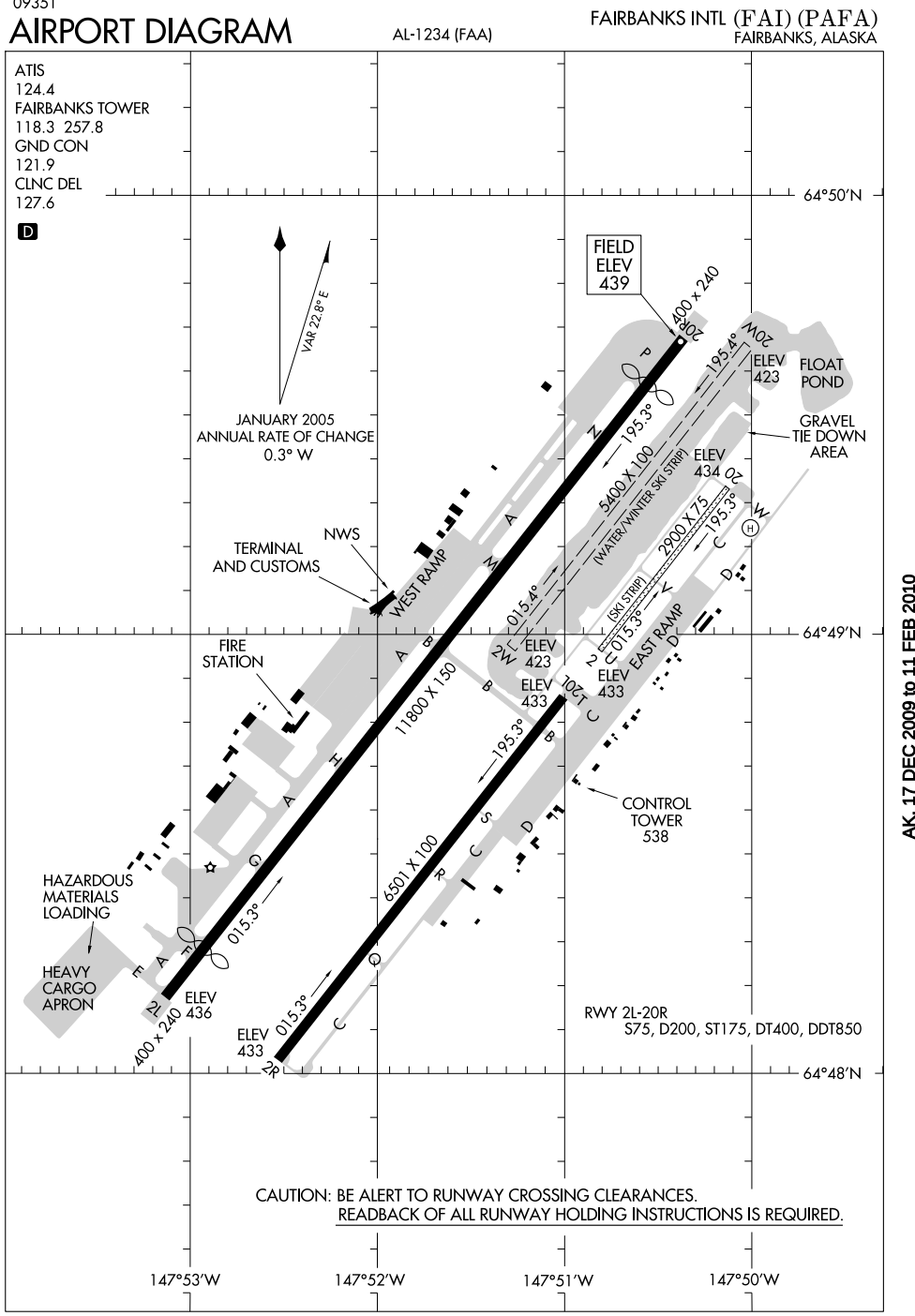
AK, 17 DEC 2009 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA



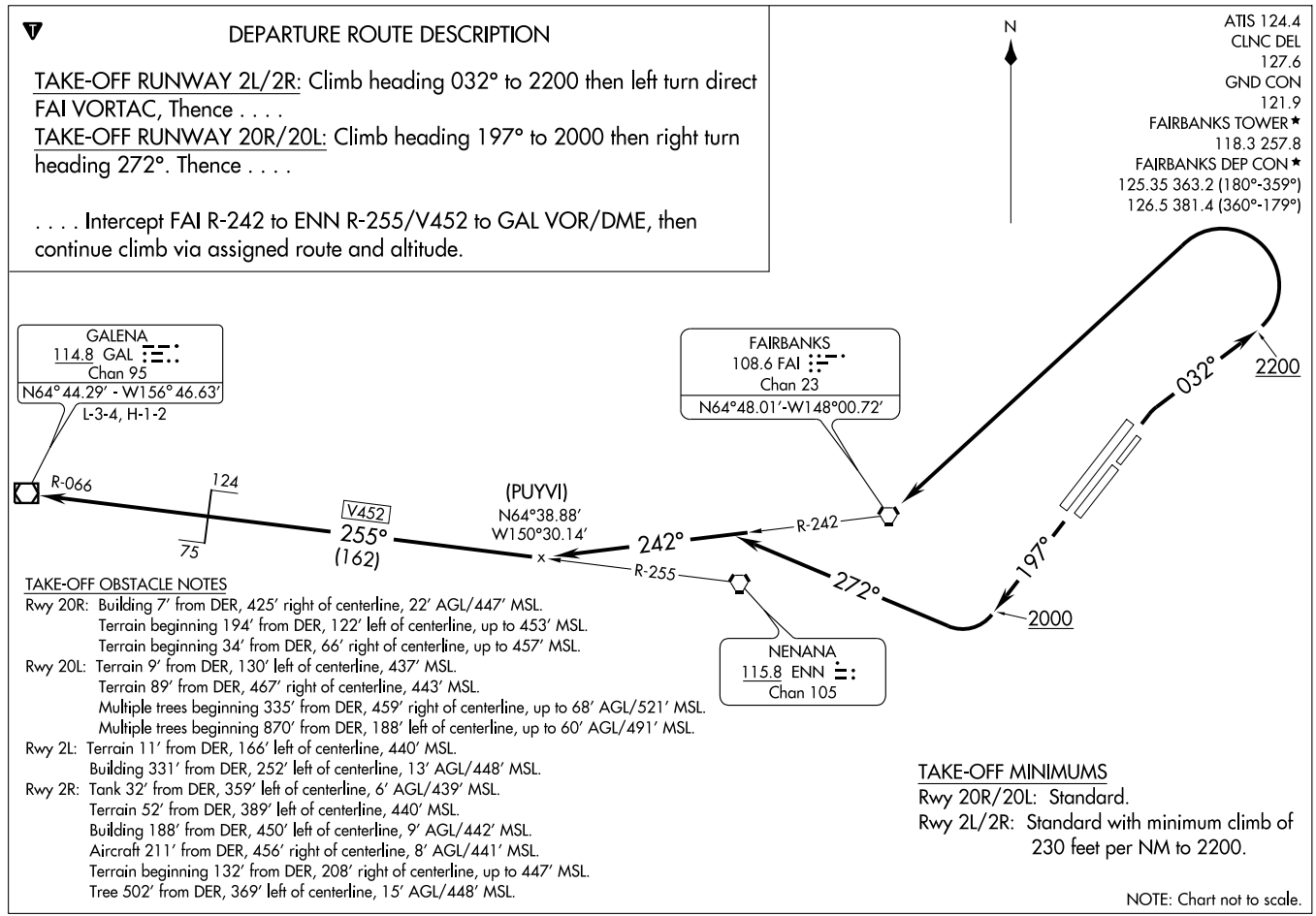
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AK, 17 DEC 2009 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2L/2R: Climb heading 032° to 2200 then left turn direct FAI VORTAC, Thence . . . .
TAKE-OFF RUNWAY 20R/20L: Climb heading 197° to 2000 then right turn heading 272°. Thence . . . .

. . . . Intercept FAI R-242 to ENN R-255/V452 to GAL VOR/DME, then continue climb via assigned route and altitude.



TAKE-OFF OBSTACLE NOTES

Rwy 20R: Building 7′ from DER, 425′ right of centerline, 22′ AGL/447′ MSL.
Terrain beginning 194′ from DER, 122′ left of centerline, up to 453′ MSL.
Terrain beginning 34′ from DER, 66′ right of centerline, up to 457′ MSL.
Rwy 20L: Terrain 9′ from DER, 130′ left of centerline, 437′ MSL.
Terrain 89′ from DER, 467′ right of centerline, 443′ MSL.
Multiple trees beginning 335′ from DER, 459′ right of centerline, up to 68′ AGL/521′ MSL.
Multiple trees beginning 870′ from DER, 188′ left of centerline, up to 60′ AGL/491′ MSL.
Rwy 2L: Terrain 11′ from DER, 166′ left of centerline, 440′ MSL.
Building 331′ from DER, 252′ left of centerline, 13′ AGL/448′ MSL.
Rwy 2R: Tank 32′ from DER, 359′ left of centerline, 6′ AGL/439′ MSL.
Terrain 52′ from DER, 389′ left of centerline, 440′ MSL.
Building 188′ from DER, 450′ left of centerline, 9′ AGL/442′ MSL.
Aircraft 211′ from DER, 456′ right of centerline, 8′ AGL/441′ MSL.
Terrain beginning 132′ from DER, 208′ right of centerline, up to 447′ MSL.
Tree 502′ from DER, 369′ left of centerline, 15′ AGL/448′ MSL.

TAKE-OFF MINIMUMS

Rwy 20R/20L: Standard.
Rwy 2L/2R: Standard with minimum climb of 230 feet per NM to 2200.

NOTE: Chart not to scale.

(GLEEN3.GAL) 09295

GALENA THREE DEPARTURE

SL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)

FAIRBANKS, ALASKA

HI-ILS RWY 19R

LOC I-FAI	APCH CRS	Rwy ldg 11,800 TDZE 434 Arpt Elev 434
110.3	190°	

JAL-1234 [USAF]

FAIRBANKS INTL (PAFA)

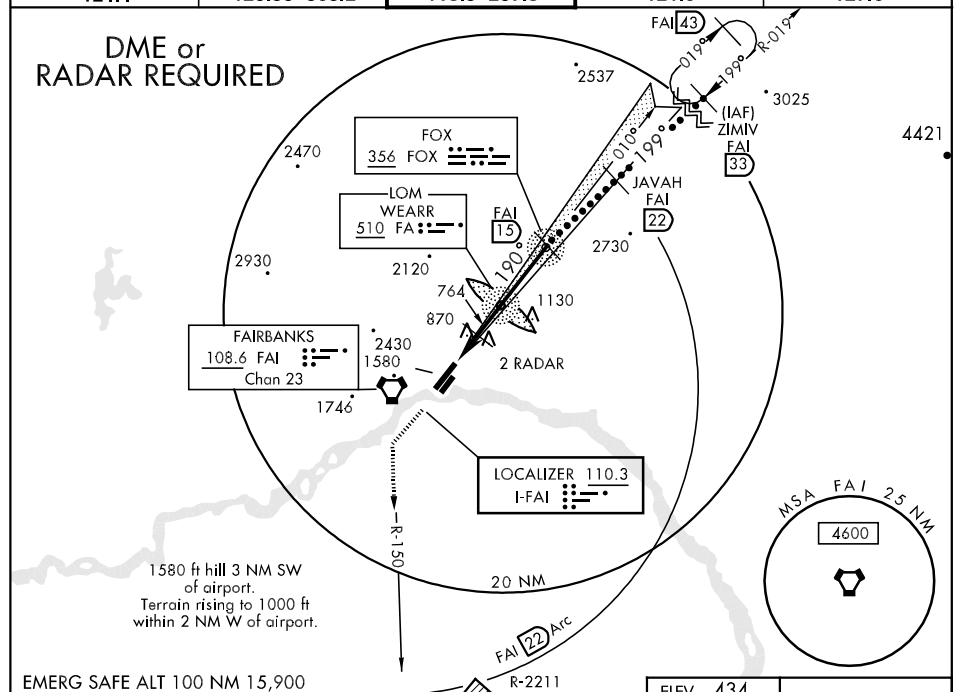
▼ * Circling not authorized W of RWY 1L-19R.

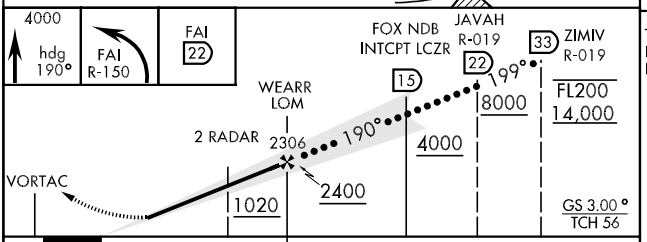
MALSR (A5)

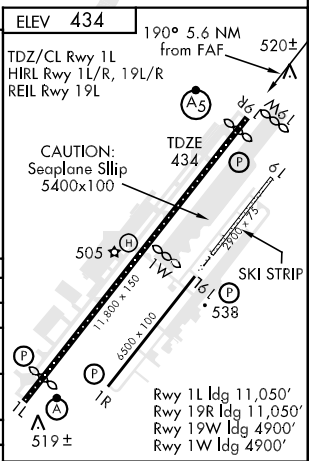
MISSED APPROACH: Climb to 4000 via heading 190° and FAI R-150 to 22 DME, Arc Northbound to JAVAH R-019/22 DME.

ATIS	FAIRBANKS APP CON	FAIRBANKS TOWER	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6

DME or RADAR REQUIRED







CATEGORY	C	D	E
S-ILS 19R	634/24 200 (200-½)		
S-LOC 19R	1020/50 586 (600-1)	1020/60 586 (600-1¼)	1020-1½ 586 (600-1½)
CIRCLING*	1020-1½ 586 (600-1½)	1020-2 586 (600-2)	1080-2¼ 646 (700-2¼)
RADAR FIX MINIMUMS			
S-LOC 19R	780/24 346 (400-½)	780/40 346 (400-¾)	
CIRCLING *	900-1½ 466 (500-1½)	1000-2 566 (600-2)	1080-2¼ 646 (700-2¼)

FAF to MAP 5.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

ILS or LOC RWY 2L

FAIRBANKS INTL (FAI) (PAFA)

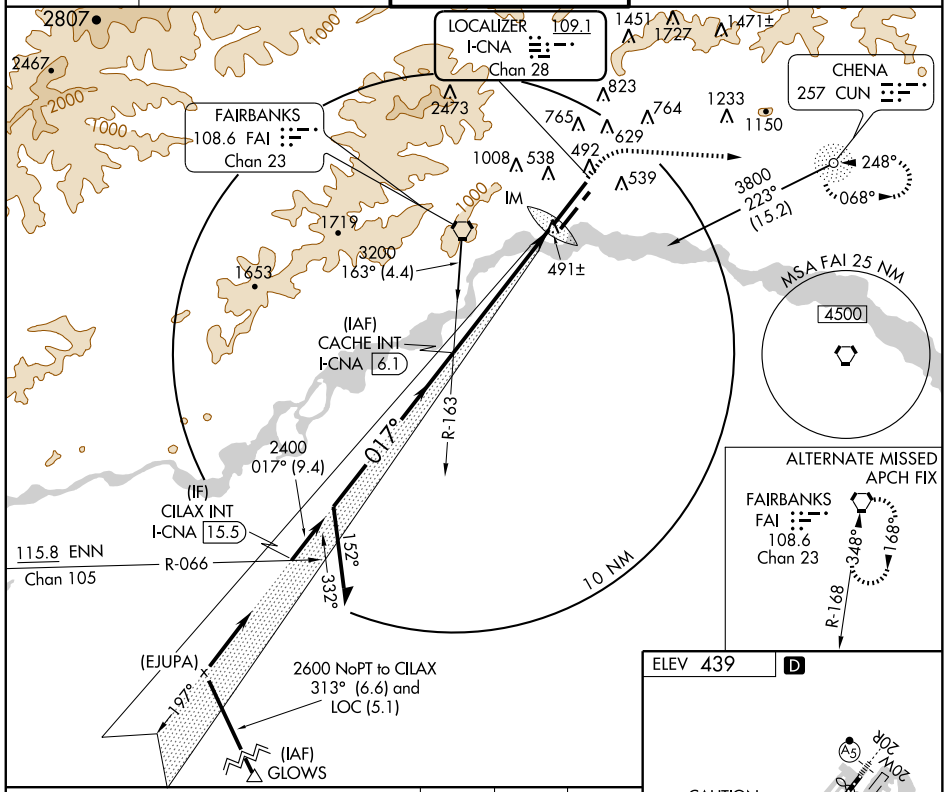
LOC/DME I-CNA	APP CRS	Rwy Idg 11050
109.1	017°	TDZE 438
Chan 28		Apt Elev 439

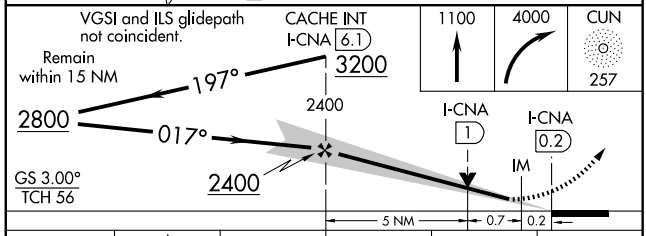
For inoperative ALSF, increase S-ILS 2L Cat E visibility to RVR 4000, S-LOC 2L Cat D to RVR 5000 and Cat E to RVR 6000. Circling NA west of Rwy 2L-20R. ADF required.

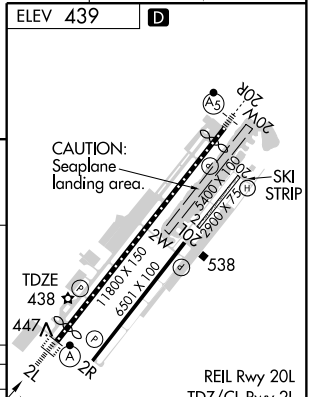
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6







CATEGORY	A	B	C	D	E
S-ILS 2L	638/18 200 (200-½)				638/24 200 (200-½)
S-LOC 2L	760/24 322 (400-½)			760/40 322 (400-¾)	
CIRCLING	840-1 401(500-1)	900-1 461(500-1)	900-1½ 461(500-1½)	1000-2 561(600-2)	1080-2¼ 641(700-2¼)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

AK. 17 DEC 2009 to 11 FEB 2010

ILS or LOC RWY 20R

FAIRBANKS INTL (FAI) (PAFA)

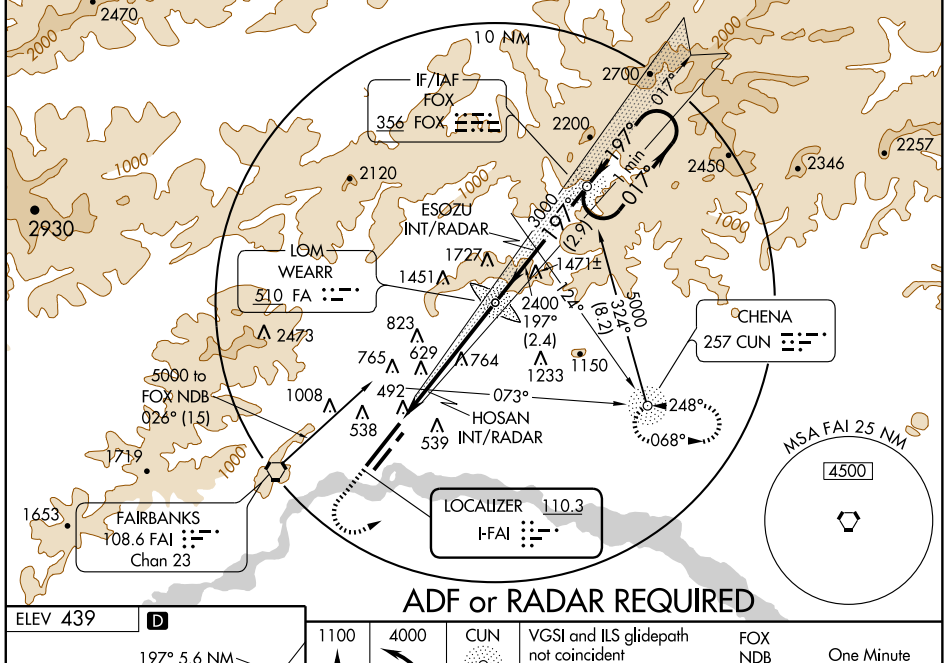
LOC I-FAI	APP CRS	Rwy Idg	11050
110.3	197°	TDZE	439
		Apt Elev	439

For inoperative MALSR, increase S-ILS 20R Cat E visibility to RVR 4000, S-LOC 20R Cat E visibility to 2 miles. HOSAN fix minimums: Increase S-LOC 20R Cat D visibility to RVR 5000, and Cat E to RVR 6000. Circling NA west of Rwy 2L-20R.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

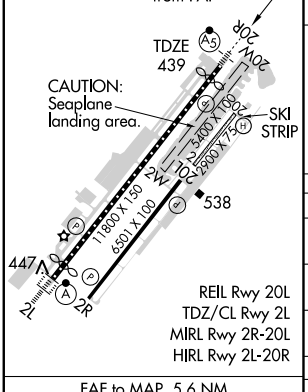
MALSR

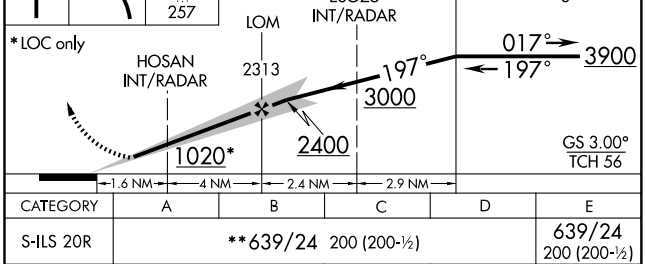
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct CUN NDB and hold.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6



ELEV 439 D





CATEGORY	A	B	C	D	E
S-ILS 20R	**639/24 200 (200-½)				639/24 200 (200-½)
S-LOC 20R	1020/24 581 (600-½)		1020/50 581 (600-1)	1020/60 581 (600-1¼)	1020-1½ 581 (600-1½)
CIRCLING	1020-1 581 (600-1)		1020-1½ 581 (600-1½)	1020-2 581 (600-2)	1080-2¼ 641 (700-2¼)
HOSAN FIX MINIMUMS					
S-LOC 20R	760/24 321 (400-½)			760/40 321 (400-¾)	
CIRCLING	840-1 401 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)	1080-2¼ 641 (700-2¼)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

AK. 17 DEC 2009 to 11 FEB 2010

LOC/DME I-CNA	APP CRS	Rwy Idg 11050
109.1	017°	TDZE 438
Chan 28		Apt Elev 439

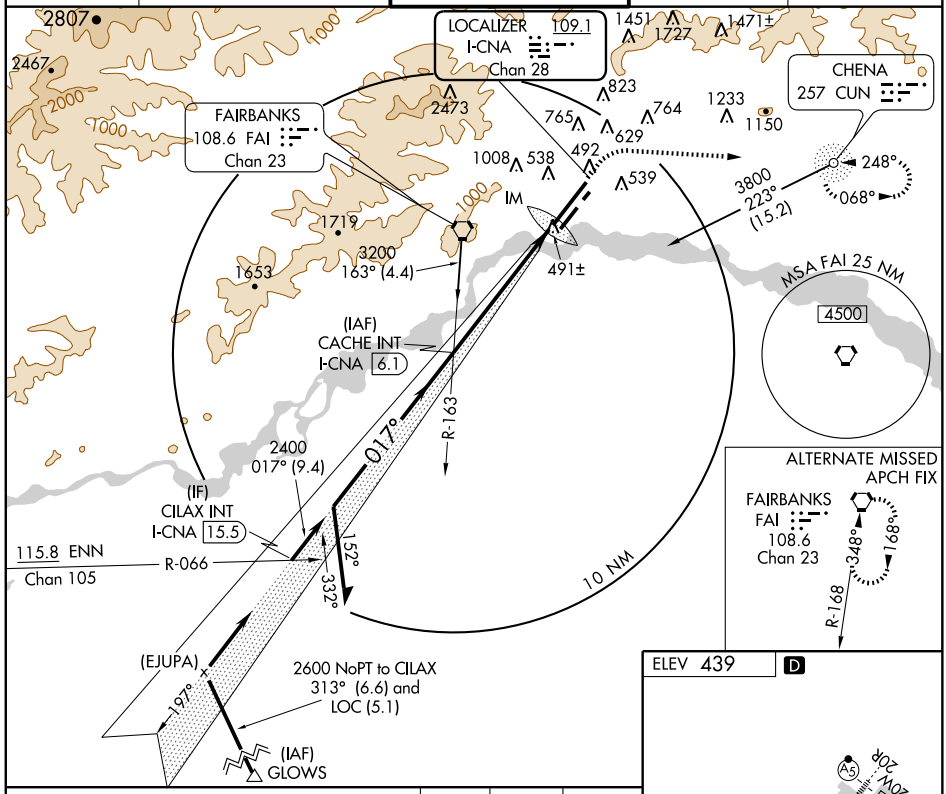
ILS RWY 2L (CAT II)
FAIRBANKS INTL (FAI) (PAFA)

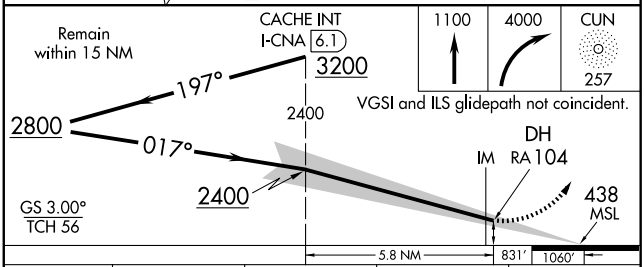
T A ADF required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6

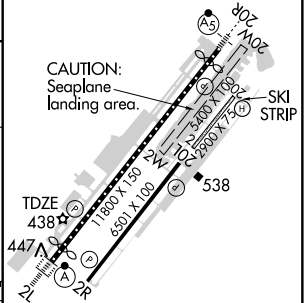




CATEGORY	A	B	C	D
S-ILS 2L	RA 104/12 100 DA 538			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 439 D



REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

AK. 17 DEC 2009 to 11 FEB 2010

LOC/DME I-CNA	APP CRS	Rwy Idg 11050
109.1	017°	TDZE 438
Chan 28		Apt Elev 439

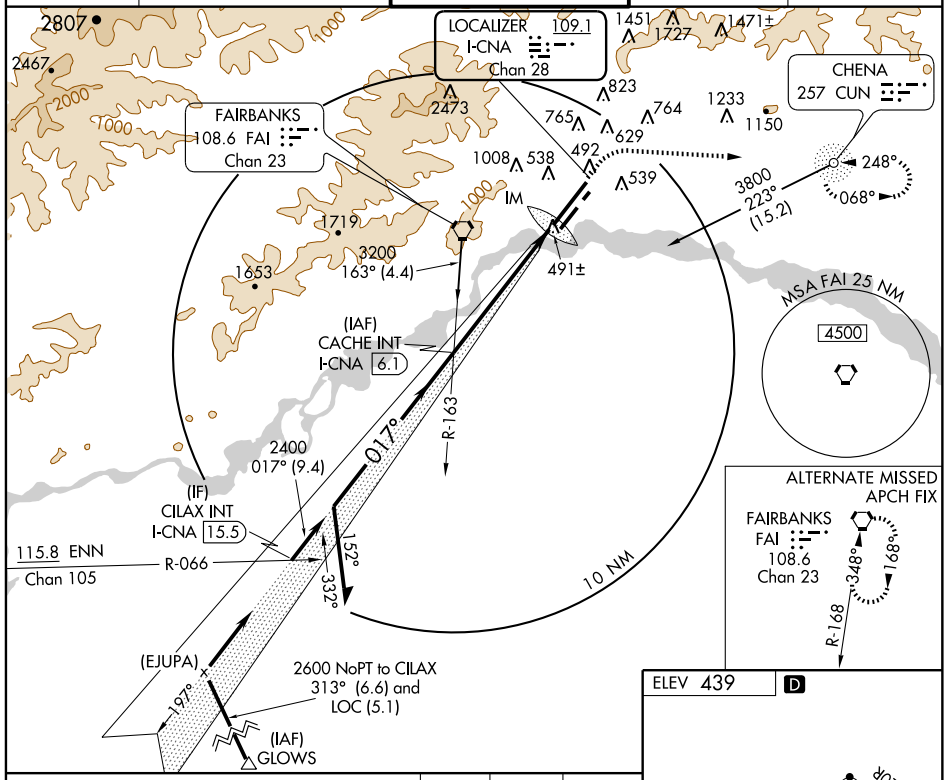
ILS RWY 2L (CAT III)
FAIRBANKS INTL (FAI) (PAFA)

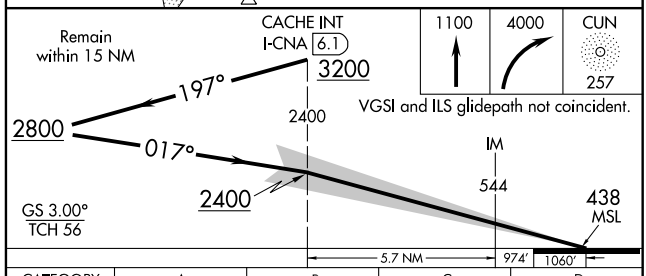
ADF required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6

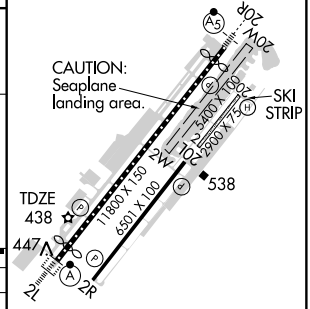




CATEGORY	A	B	C	D
S-ILS 2L		CAT IIIa	RVR 07	
S-ILS 2L		CAT IIIb	RVR 06	
S-ILS 2L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 439 D



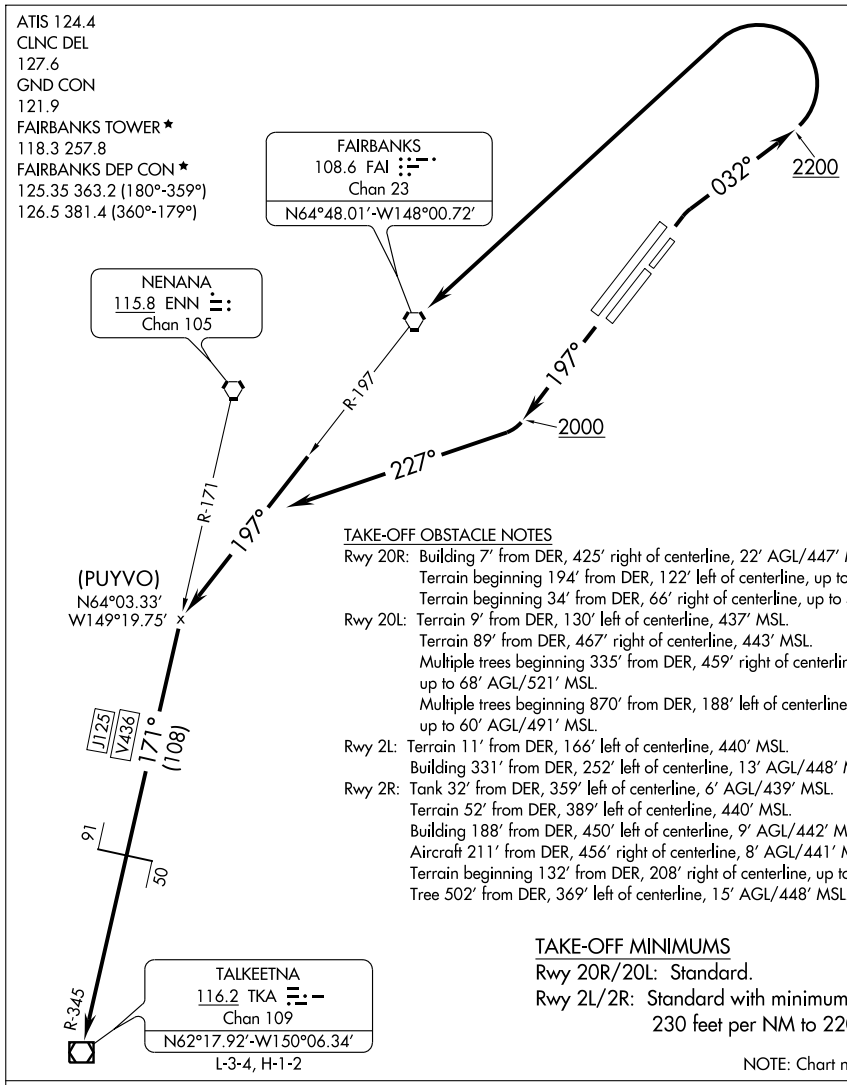
REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

AK. 17 DEC 2009 to 11 FEB 2010

MCKINLEY SEVEN DEPARTURE

SL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA



TAKE-OFF OBSTACLE NOTES

Rwy 20R: Building 7′ from DER, 425′ right of centerline, 22′ AGL/447′ MSL.
Terrain beginning 194′ from DER, 122′ left of centerline, up to 453′ MSL.
Terrain beginning 34′ from DER, 66′ right of centerline, up to 457′ MSL.

Rwy 20L: Terrain 9′ from DER, 130′ left of centerline, 437′ MSL.
Terrain 89′ from DER, 467′ right of centerline, 443′ MSL.
Multiple trees beginning 335′ from DER, 459′ right of centerline, up to 68′ AGL/521′ MSL.
Multiple trees beginning 870′ from DER, 188′ left of centerline, up to 60′ AGL/491′ MSL.

Rwy 2L: Terrain 11′ from DER, 166′ left of centerline, 440′ MSL.
Building 331′ from DER, 252′ left of centerline, 13′ AGL/448′ MSL.

Rwy 2R: Tank 32′ from DER, 359′ left of centerline, 6′ AGL/439′ MSL.
Terrain 52′ from DER, 389′ left of centerline, 440′ MSL.
Building 188′ from DER, 450′ left of centerline, 9′ AGL/442′ MSL.
Aircraft 211′ from DER, 456′ right of centerline, 8′ AGL/441′ MSL.
Terrain beginning 132′ from DER, 208′ right of centerline, up to 447′ MSL.
Tree 502′ from DER, 369′ left of centerline, 15′ AGL/448′ MSL.

TAKE-OFF MINIMUMS

Rwy 20R/20L: Standard.

Rwy 2L/2R: Standard with minimum climb of 230 feet per NM to 2200.

NOTE: Chart not to scale.

AK, 17 DEC 2009 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2L/2R: Climb heading 032° to 2200 then left turn direct FAI VORTAC, thence . . . .

TAKE-OFF RUNWAY 20R/20L: Climb heading 197° to 2000 then right turn heading 227°, thence . . . .

. . . . Intercept FAI R-197 to ENN R-171 and TKA R-345 to TKA VOR/DME. Then continue climb via assigned route and altitude.

WAAS	APP CRS	Rwy Idg 11050
CH 57915	017°	TDZE 439
W02B		Apt Elev 439

RNAV (GPS) RWY 2L

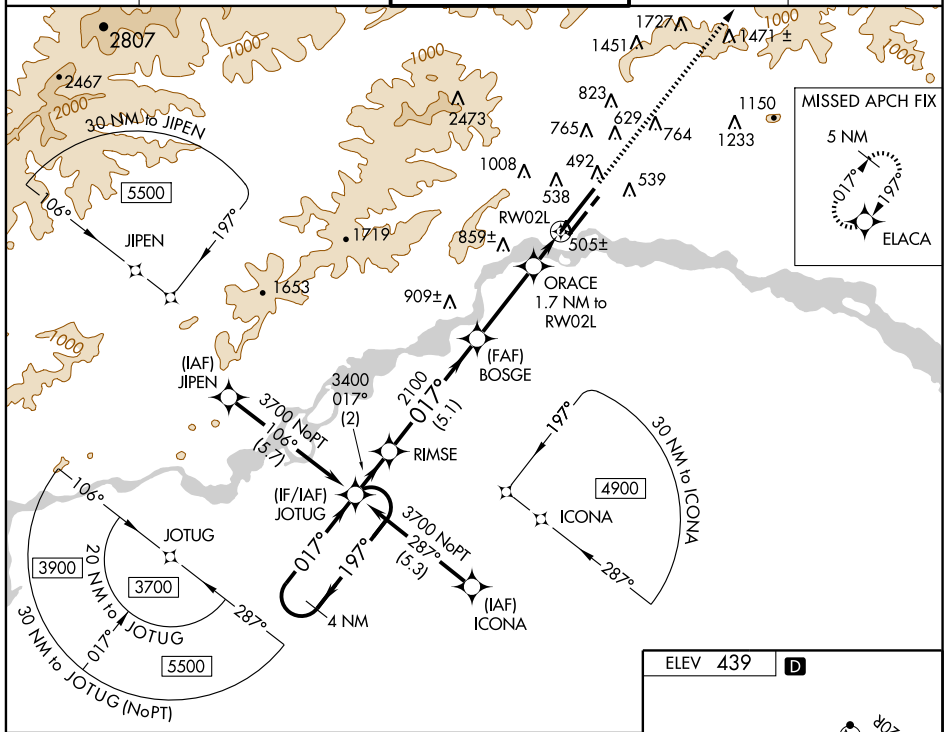
FAIRBANKS INTL (FAI) (PAFA)

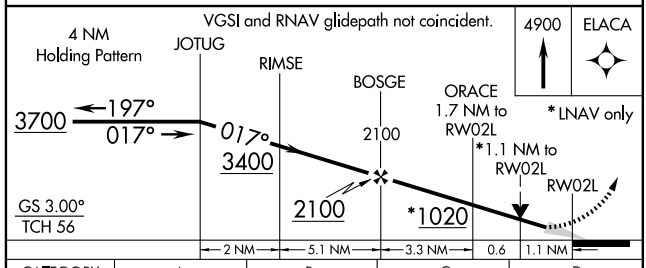
For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. Circling NA west of Rwy 2L-20R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

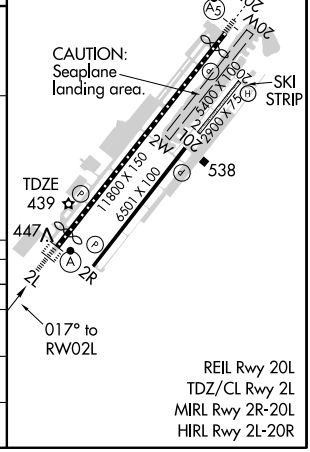
MISSED APPROACH: Climb to 4900 direct ELACA and hold, continue climb-in hold to 4900.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6





CATEGORY	A	B	C	D
LPV DA	638/24 199 (200-½)			
LNAV/VNAV DA	1019-1½ 580 (600-1½)			
LNAV MDA	820/24 382 (400-½)			820/50 382 (400-1)
CIRCLING	840-1 401 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)



AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg 6501
CH 53612	017°	TDZE 433
W02A		Apt Elev 439

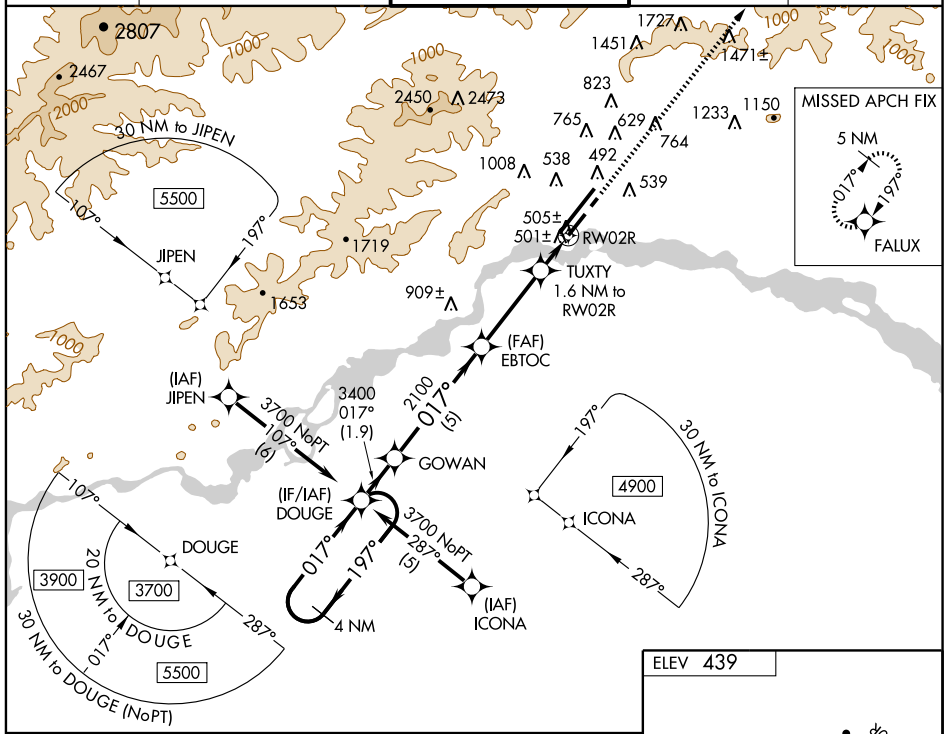
RNAV (GPS) RWY 2R

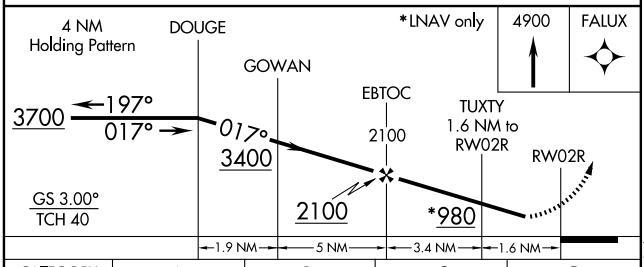
FAIRBANKS INTL (FAI) (PAFA)

Circling NA west of Rwy 2L-20R. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

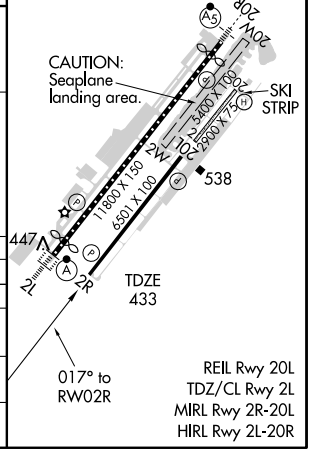
MISSED APPROACH: Climb to 4900 direct FALUX and hold, continue climb-in hold to 4900.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6





CATEGORY	A	B	C	D
LPV DA	743-1 310 (400-1)			
LNAV/VNAV DA	937-1¾ 504 (500-1¾)			
LNAV MDA	860-1 427 (500-1)		860-1¼ 427 (500-1¼)	860-1½ 427 (500-1½)
CIRCLING	860-1 421 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)



AK, 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 20L

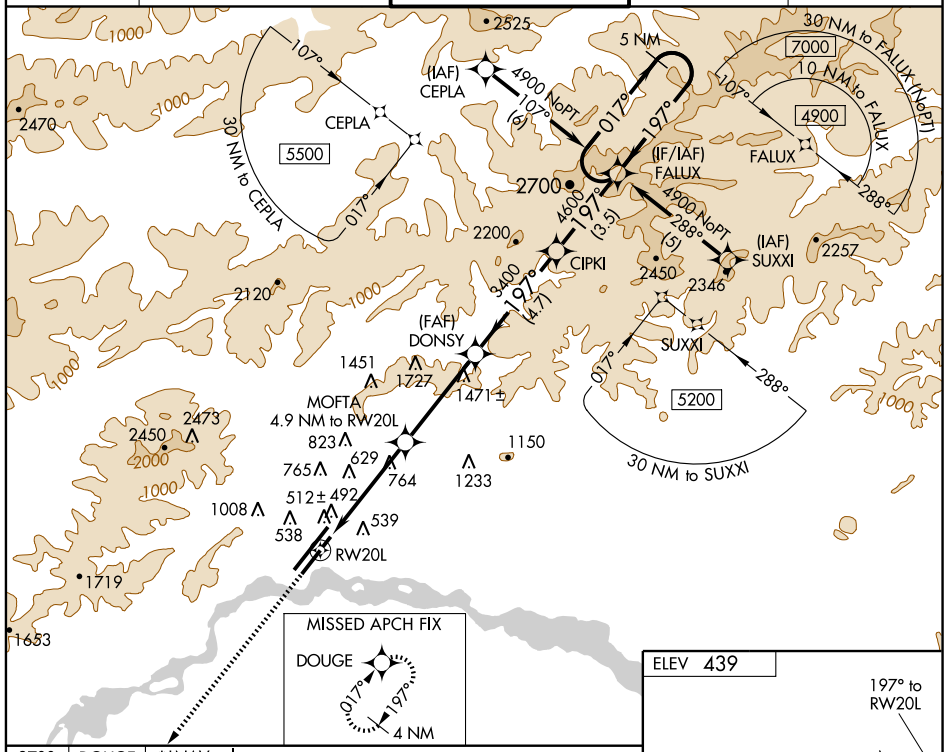
FAIRBANKS INTL (FAI) (PAFA)

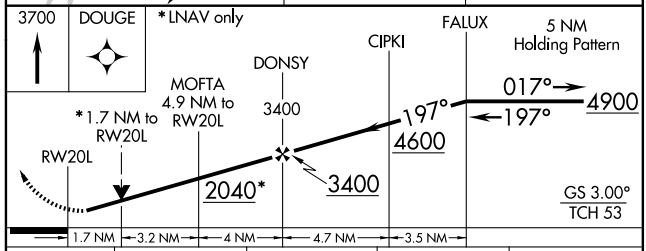
WAAS	APP CRS	Rwy ldg	6501
CH 93812	197°	TDZE	434
W20A		Apt Elev	439

Circling NA west of Rwy 2L-20R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

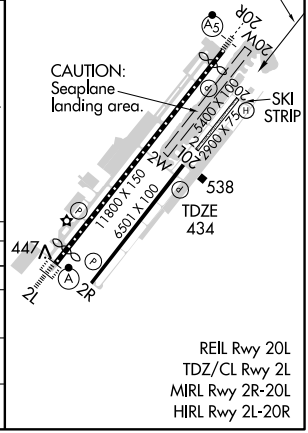
MISSED APPROACH: Climb to 3700 direct DOUGE and hold, continue climb-in-hold to 3700.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6





CATEGORY	A	B	C	D
LPV DA	684-¾ 250 (300-¾)			
LNAV/VNAV DA	813-1¼ 379 (400-1¼)			
LNAV MDA	1020-1 586 (600-1)		1020-1½ 586 (600-1½)	1020-1¾ 586 (600-1¾)
CIRCLING	1020-1 581 (600-1)		1020-1½ 581 (600-1½)	1020-2 581 (600-2)



AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg 11050
CH 99315	197°	TDZE 439
W20B		Apt Elev 439

RNAV (GPS) RWY 20R

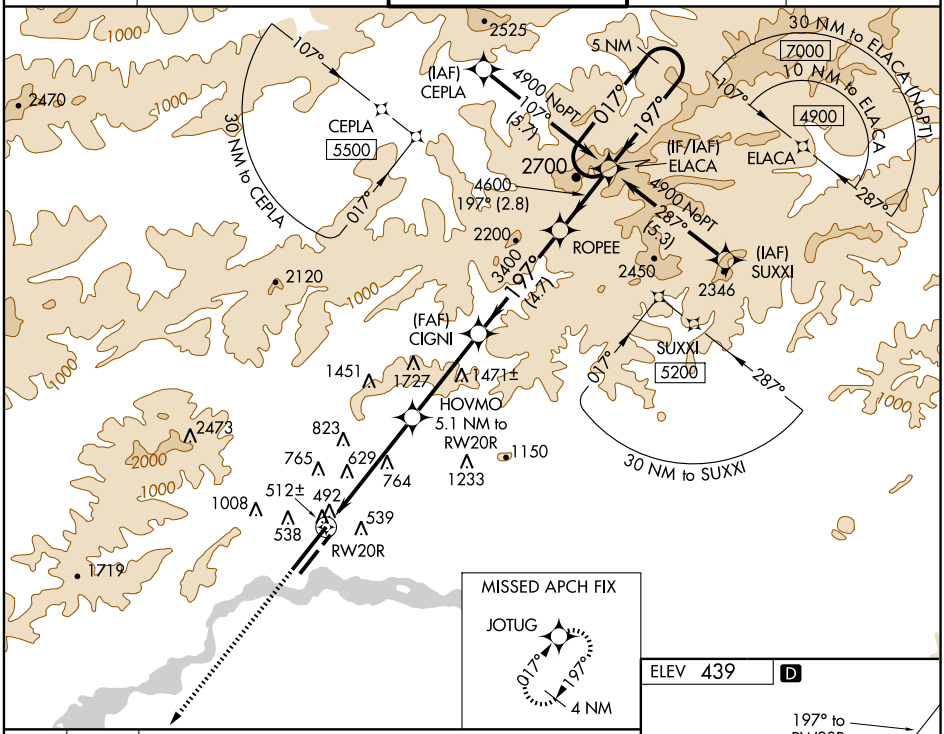
FAIRBANKS INTL (FAI) (PAFA)

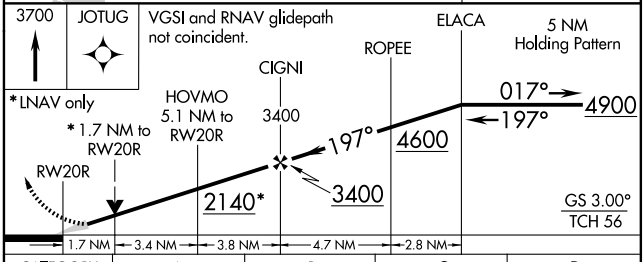
Circling NA west of Rwy 2L-20R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

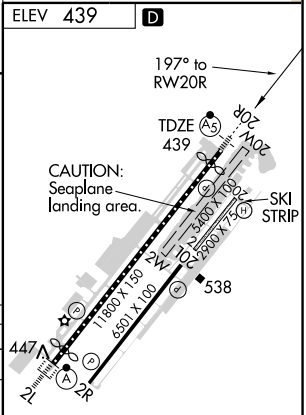
MALSR

MISSED APPROACH: Climb to 3700 direct JOTUG and hold.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6







CATEGORY	A	B	C	D
LPV DA	639/24 200 (200-½)			
LNAV/VNAV DA	1148-2 709 (800-2)			
LNAV MDA	1020/24 581 (600-½)		1020/50 581 (600-1)	1020/60 581 (600-1¼)
CIRCLING	1020-1 581 (600-1)		1020-1½ 581 (600-1½)	1020-2 581 (600-2)

REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

AK, 17 DEC 2009 to 11 FEB 2010

VORTAC FAI 108.6 Chan 23	APP CRS 227°	Rwy Idg 11050 TDZE 439 Apt Elev 439

VOR or TACAN RWY 20R

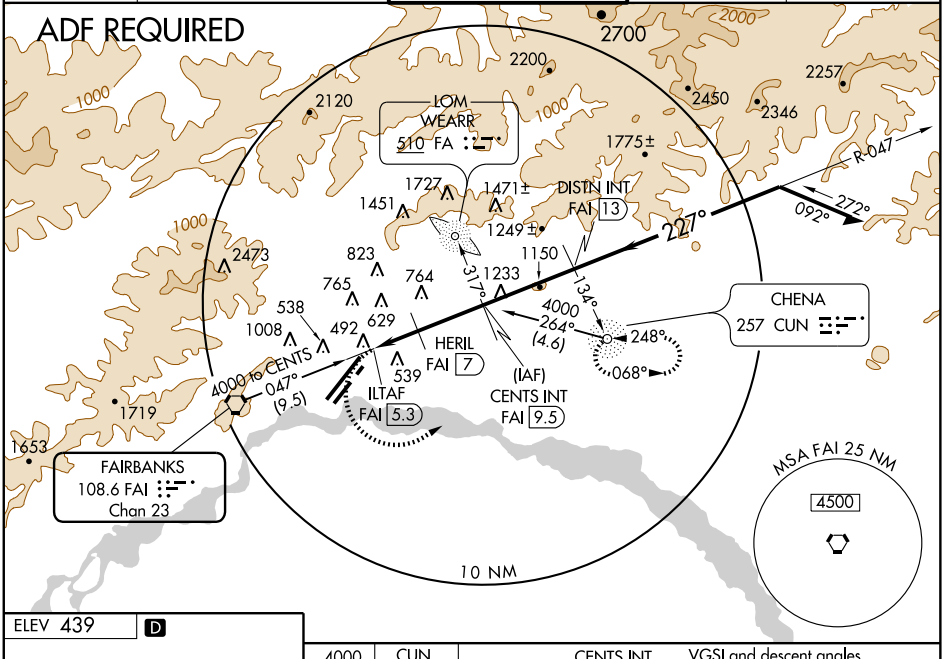
FAIRBANKS INTL (FAI) (PAFA)

Circling NA west of Rwy 2L-20R.
Inoperative table does not apply to S-20R Cats B, C, D, and E. For inoperative MALSR, increase S-20R Cat A visibility to RVR 5000. Inoperative table does not apply to HERIL fix minimums S-20R Cats C, D, and E; for inoperative MALSR, increase S-20R Cat A, and B visibility to RVR 5000.

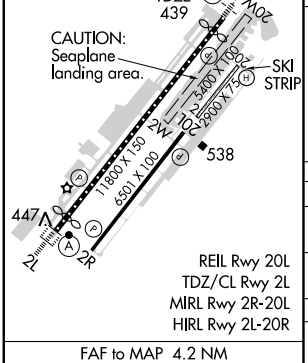
MALSR (A5)

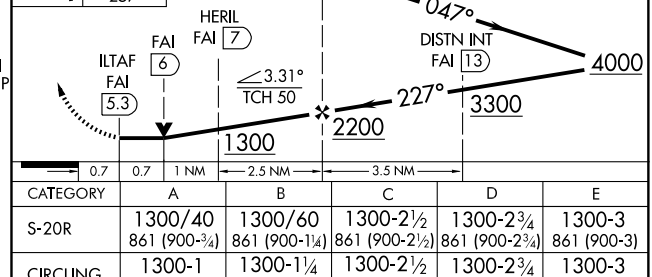
MISSED APPROACH: Climbing left turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6



ELEV 439 D





CATEGORY	A	B	C	D	E
S-20R	1300/40 861 (900-¾)	1300/60 861 (900-1¼)	1300-2½ 861 (900-2½)	1300-2¾ 861 (900-2¾)	1300-3 861 (900-3)
CIRCLING	1300-1 861 (900-1)	1300-1¼ 861 (900-1¼)	1300-2½ 861 (900-2½)	1300-2¾ 861 (900-2¾)	1300-3 861 (900-3)
HERIL FIX MINIMUMS					
S-20R	940/40 501 (600-¾)		940-1½ 501 (600-1½)		940-1¾ 501 (600-1¾)
CIRCLING	940-1 501 (600-1)		940-1½ 501 (600-1½)	1000-2 561 (600-2)	1080-2¼ 641 (700-2¼)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

AK. 17 DEC 2009 to 11 FEB 2010

HI-VOR/DME or TACAN RWY 25

VORTAC FAI	APCH CRS	Rwy ldg	8570
108.6	237°	TDZE	454
Chan 23		Arpt Elev	454

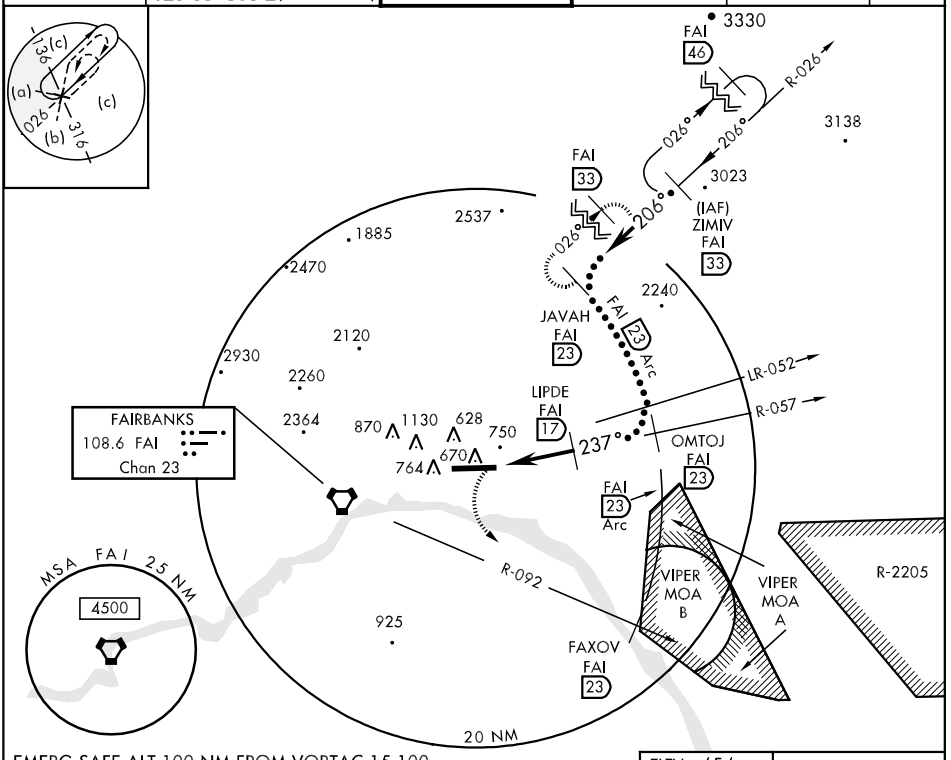
JAL-1219 [USA] — LADD AAF (PAFB)

* When ALS inop, increase visibilities ½ mile.
** Circling Not Authorized North of Rwy 7-25.

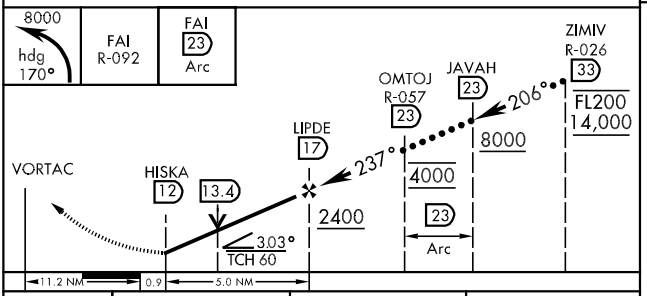
ALSF-1

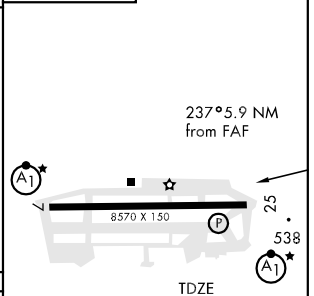
MISSED APPROACH: Climbing left turn to 8000 via heading 170° and FAI R-092 to FAXOV/23 DME then Arc Northbound to JAVAH/23 DME and hold.

ATIS★	FAIRBANKS APP CON	LADD TOWER★	GND CON	BASE OPS	ASR/PAR
134.25	126.5 381.4 (360°- 179°) 125.35 363.2 (180°- 359°)	125.0 (CTAF) 241.0	121.7 261.3	118.9	



EMERG SAFE ALT 100 NM FROM VORTAC 15,100





CATEGORY	C	D	E
S-25 *	1240-1¾ 786 (800-1¾)	1240-2 786 (800-2)	1240-2¼ 786 (800-2¼)
CIRCLING **	1240-2¼ 786 (800-2¼)	1240-2½ 786 (800-2½)	1240-2¾ 786 (800-2¾)

HIRL Rwy 7-25

★ ALS non-standard

AK, 17 DEC 2009 to 11 FEB 2010

NDB-A

NDB CUN 257	APCH CRS 248°	Rwy Idg 8570 TDZE 454 Arpt Elev 454

AL-1219 [USA]

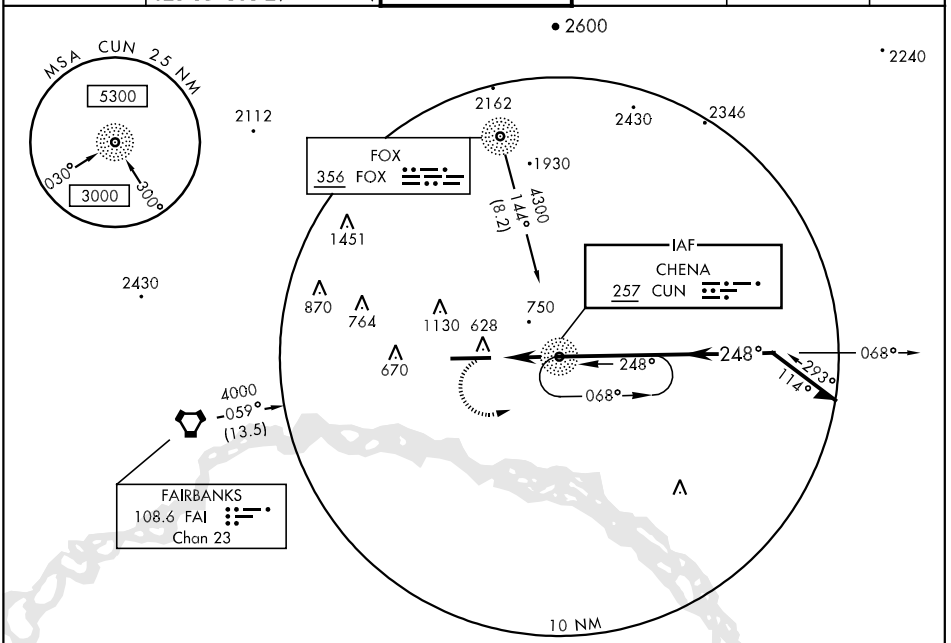
LADD AAF (PAFB)

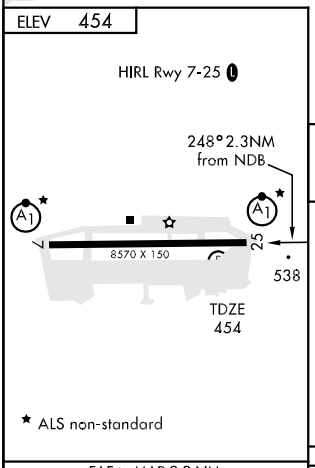
▼ * Circling not authorized N of Rwy 7-25.
▲ NA

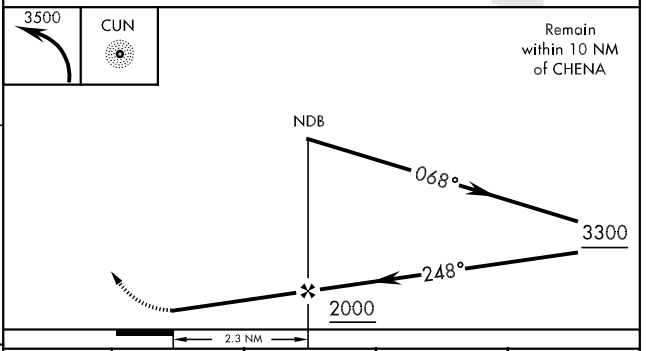
ALSF-1 (A1)

MISSED APPROACH: Climbing left turn to 3500 direct to CUN NDB and hold, continue climb in hold to 3500.

ATIS★	FAIRBANKS APP CON	LADD TOWER★	GND CON	BASE OPS	ASR/PAR
134.25	126.5 381.4 (360°- 179°) 125.35 363.2 (180°- 359°)	125.0 (CTAF) L 241.0	121.7 261.3	118.9	







FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
CIRCLING	1220-1 766 (800-1)	1220-1¼ 766 (800-1¼)	1220-2¼ 766 (800-2¼)	1220-2½ 766 (800-2½)

AK, 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 25

APCH CRS	Rwy ldg	8570
248°	TDZE	454
	Arpt Elev	454

AL-1219 [USA]

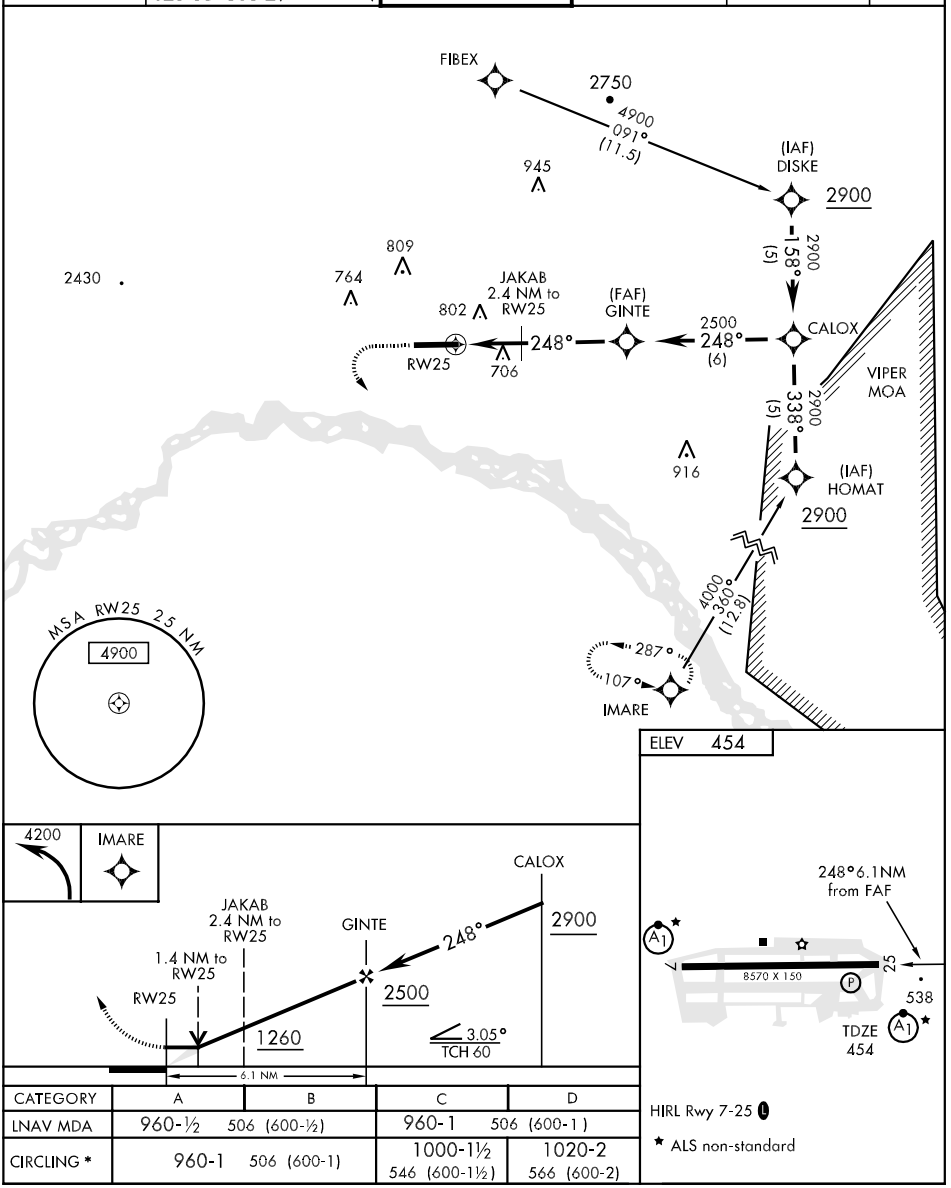
LADD AAF (PAFB)

*Circling not authorized N of Rwy 7-25.
DME/DME RNP-0.3 not authorized.

ALSF-1

MISSED APPROACH: Climbing left turn to 4200 direct IMARE and hold.

ATIS ★	FAIRBANKS APP CON	LADD TOWER ★	GND CON	BASE OPS	ASR/PAR
134.25	126.5 381.4 (360°- 179°) 125.35 363.2 (180°- 359°)	125.0 (CTAF) L 241.0	121.7 261.3	118.9	



CATEGORY	A	B	C	D
LNAV MDA	960-½ 506 (600-½)		960-1 506 (600-1)	
CIRCLING *	960-1 506 (600-1)		1000-1½ 546 (600-1½)	1020-2 566 (600-2)

HIRL Rwy 7-25 L

★ ALS non-standard

AK, 17 DEC 2009 to 11 FEB 2010

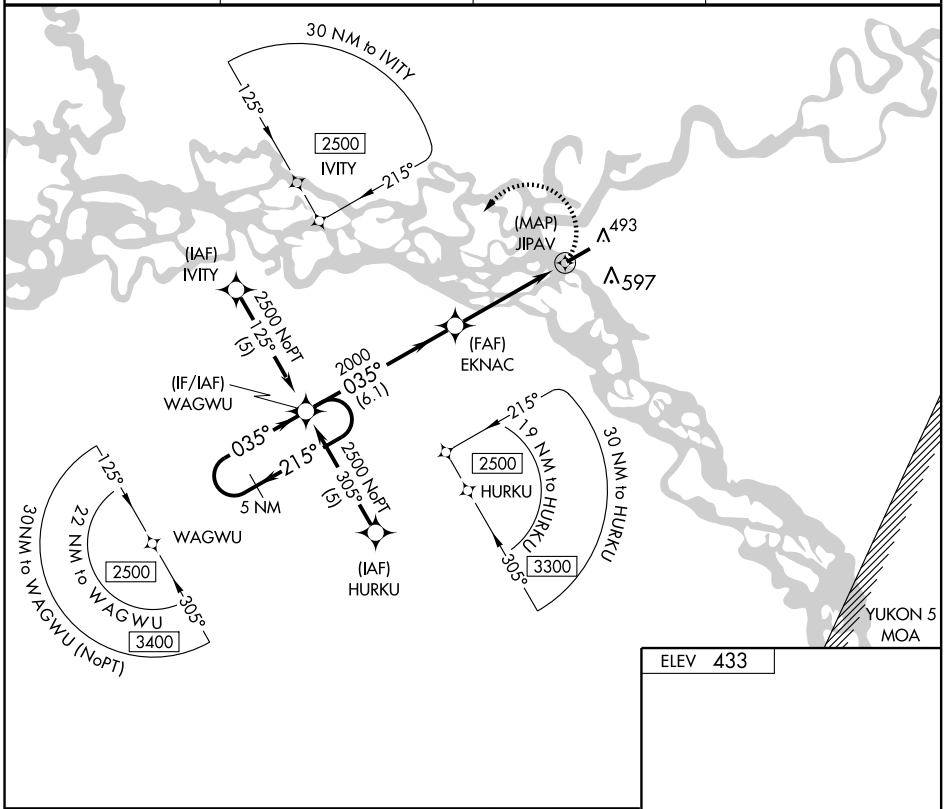
APP CRS	Rwy Idg	5000
035°	TDZE	433
	Apt Elev	433

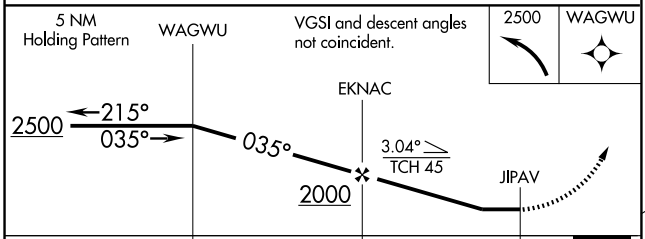
RNAV (GPS) RWY 4
FORT YUKON (FYU) (PFYU)

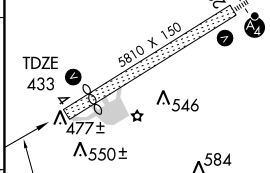
Circling NA south of Rwy 4-22. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct WAGWU and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
125.8	135.0 225.4	122.1	122.5 L







CATEGORY	A	B	C	D
LNAV MDA	860-1 427 (500-1)		860-1¼ 427 (500-1¼)	860-1½ 427 (500-1½)
CIRCLING	860-1 427 (500-1)	900-1 467 (500-1)	900-1½ 467 (500-1½)	1000-2 567 (600-2)

MIRL Rwy 4-22 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	5810
215°	TDZE	433
	Apt Elev	433

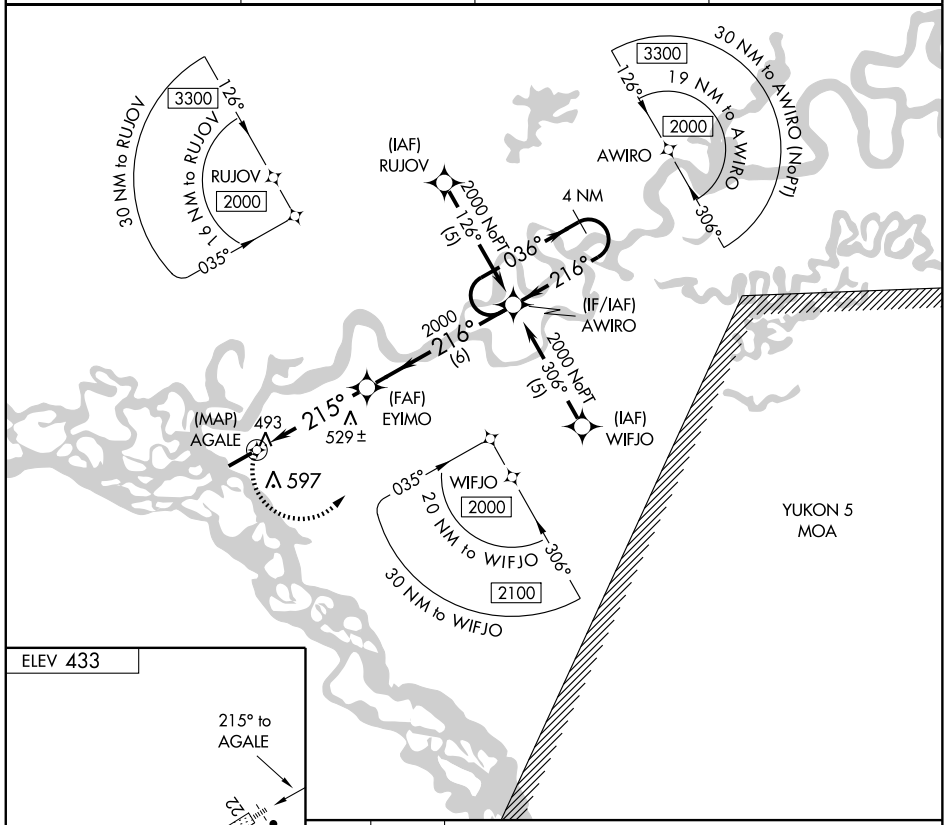
RNAV (GPS) RWY 22
FORT YUKON (FYU) (PFYU)

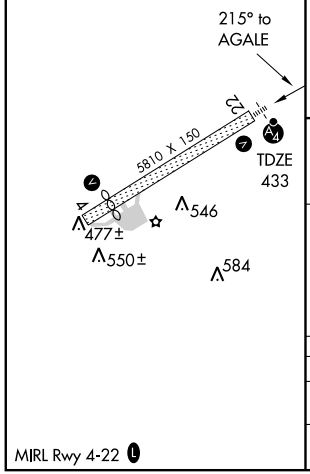
Inoperative table does not apply. Circling NA south of Rwy 4-22. Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA.

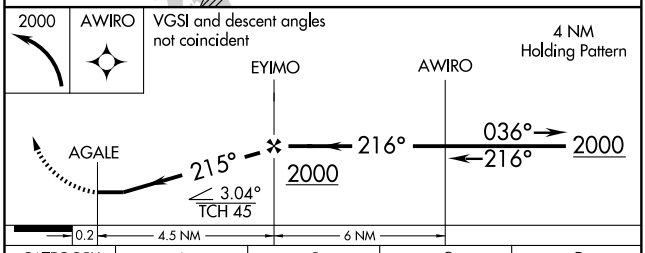
MALSF

MISSED APPROACH: Climbing left turn to 2000 direct AWIRO and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
125.8	135.0 225.4	122.1	122.5 L







CATEGORY	A	B	C	D
LNAV MDA	840-1 407 (500-1)		840-1¼ 407 (500-1¼)	
CIRCLING	860-1 427 (500-1)	900-1 467 (500-1)	900-1½ 467 (500-1½)	1000-2 567 (600-2)

MIRL Rwy 4-22 L

AK. 17 DEC 2009 to 11 FEB 2010

VORTAC FYU	APP CRS	Rwy Idg	N/A
114.4	009°	TDZE	N/A
Chan 91		Apt Elev	433

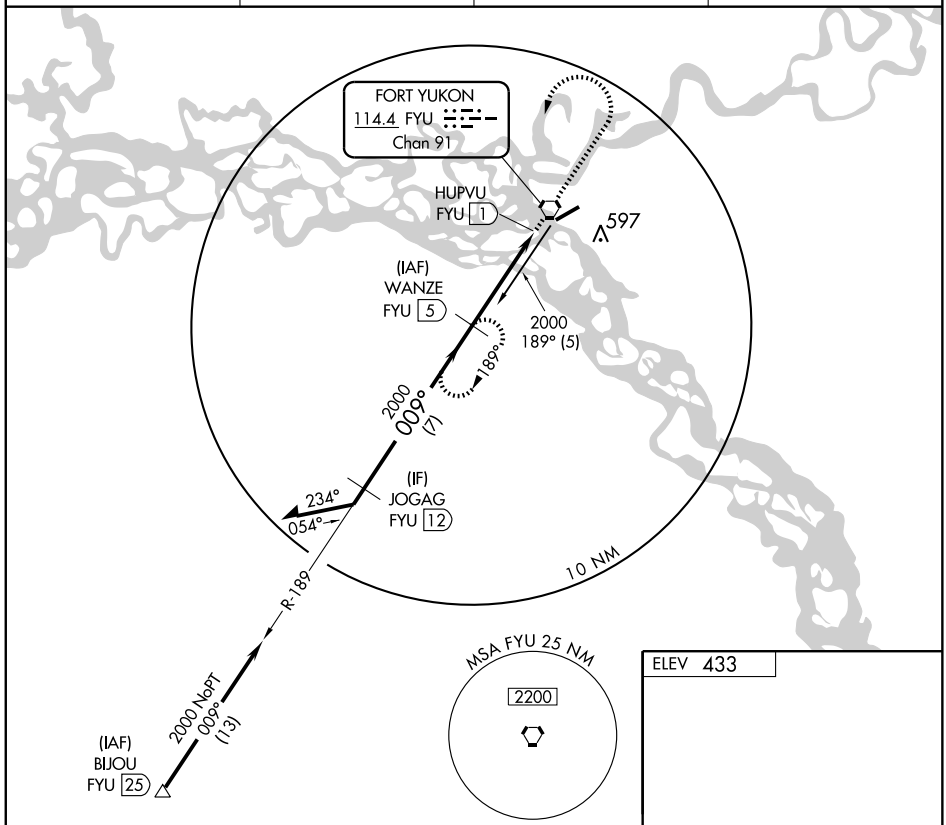
VOR/DME or TACAN-A

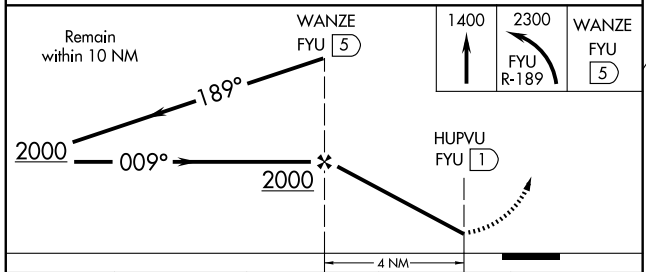
FORT YUKON (FYU) (PFYU)

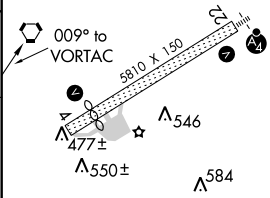
Circling NA south of Rwy 4-22.

MISSED APPROACH: Climb to 1400, then climbing left turn to 2300 via FYU VORTAC R-189 to WANZE/5 DME and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
125.8	135.0 225.4	122.1	122.5 L







ELEV 433

CATEGORY	A	B	C	D
CIRCLING	860-1¼ 427 (500-1¼)	900-1¼ 467 (500-1¼)	900-1½ 467 (500-1½)	1000-2 567 (600-2)

MIRL Rwy 4-22 L

AK, 17 DEC 2009 to 11 FEB 2010

VORTAC FYU	APP CRS	Rwy Idg	5810
114.4	231°	TDZE	433
Chan 91		Apt Elev	433

VOR/DME or TACAN RWY 22

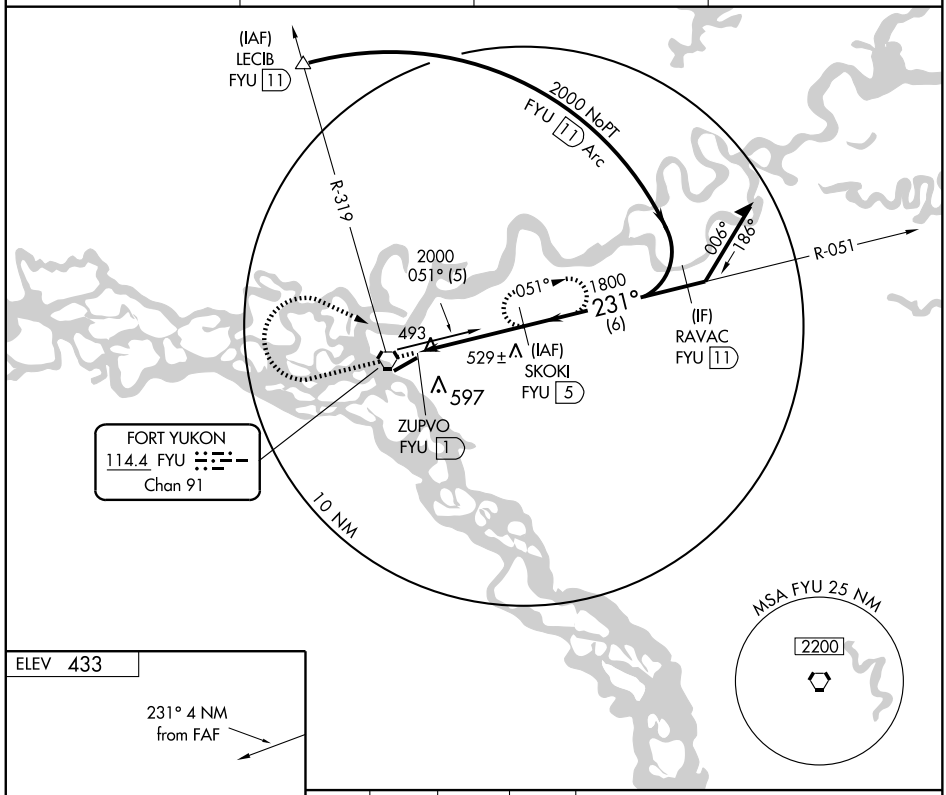
FORT YUKON (FYU) (PFYU)

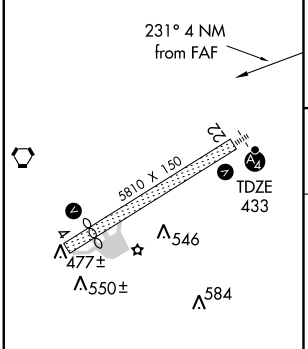
Inoperative table does not apply. Circling NA south of Rwy 4-22. Visibility reduction by helicopters NA.

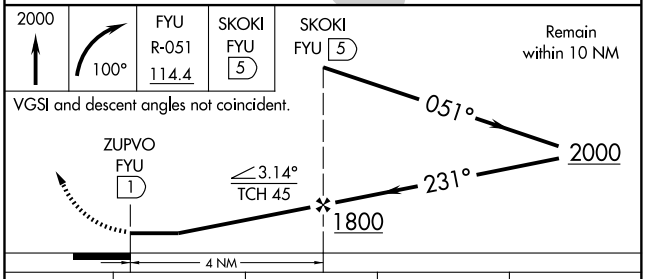
MALSF

MISSED APPROACH: Climb to 2000 then right turn via heading 100° and FYU VORTAC R-051 to SKOKI/5 DME and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
125.8	135.0 225.4	122.1	122.5 L



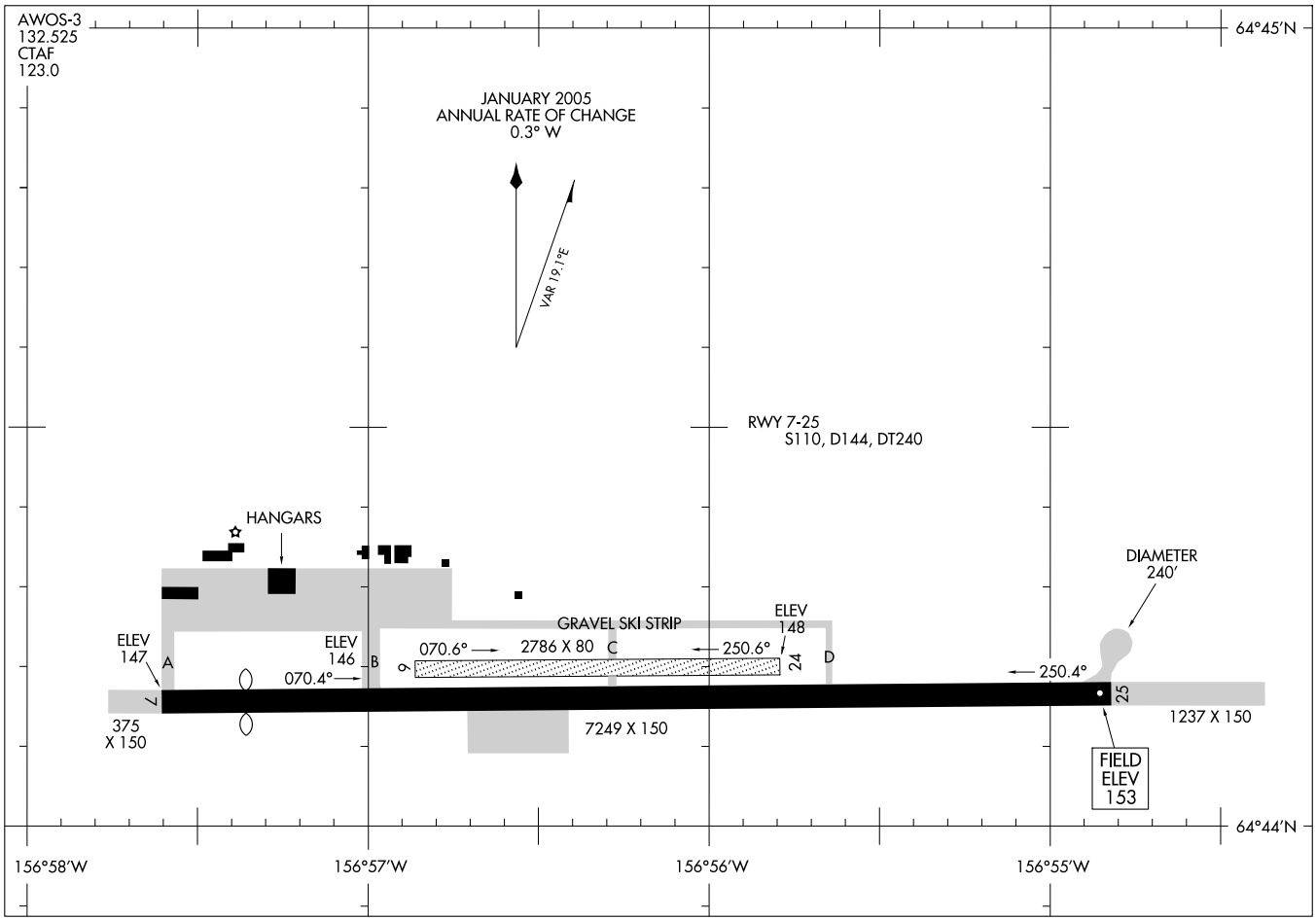




CATEGORY	A	B	C	D
S-22	800-1 367 (400-1)			800-1¼ 367 (400-1¼)
CIRCLING	860-1 427 (500-1)	900-1 467 (500-1)	900-1½ 467 (500-1½)	1000-2 567 (600-2)

MIRL Rwy 4-22 L

AK, 17 DEC 2009 to 11 FEB 2010



AIRPORT DIAGRAM

GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

AL-1229 (FAA)

GALENA, ALASKA

HI-ILS/DME RWY 25

LOC I-GAL	APCH CRS	Rwy Idg	7200
109.5	247°	TDZE	152
		Arpt Elev	152

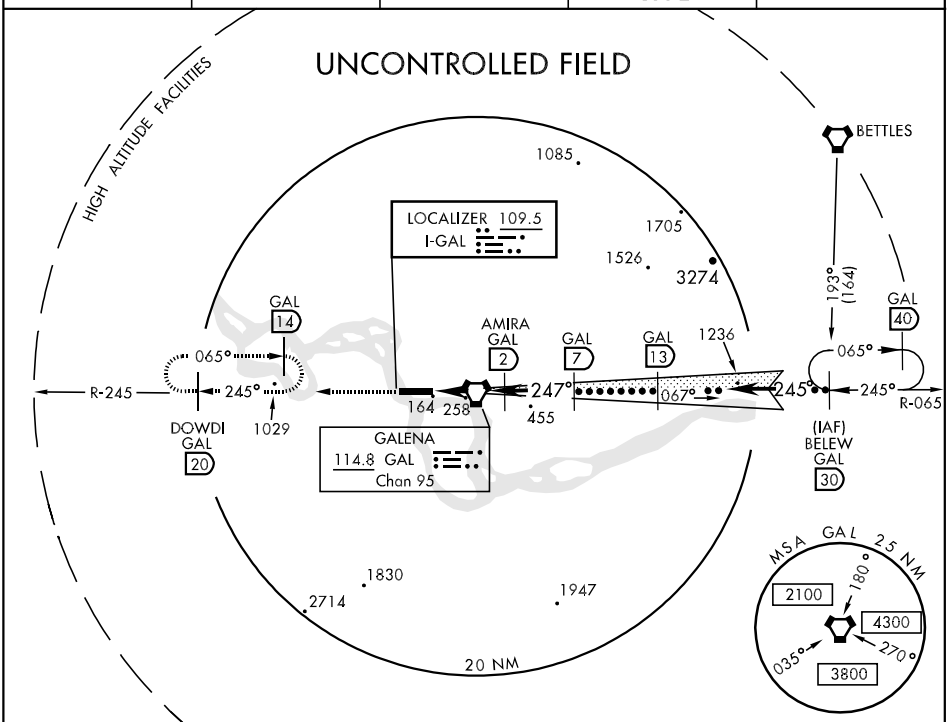
JAL-1229 [USAF] GALENA/EDWARD G. PITKA SR (PAGA)

Simultaneous reception of I-GAL and GAL DME required.

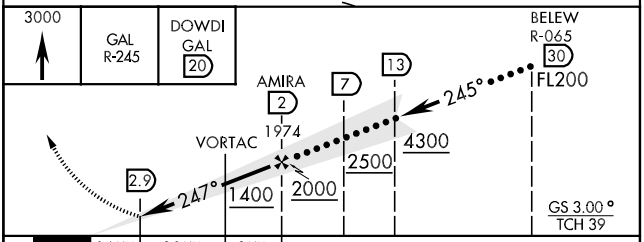
SALS A2

MISSED APPROACH: Climb straight ahead to 3000, intercepting the GAL R-245 to DOWDI/GAL 20 DME and hold.

ANCHORAGE CENTER	CTAF	FAIRBANKS RADIO	MILITARY CONTACT	AWOS-3
127.0 290.2	123.0 352.05	122.2	"GALENA OPERATIONS" 391.2	132.525



EMERG SAFE ALT 100 NM 7000

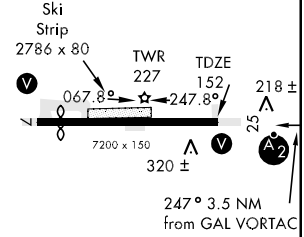


CATEGORY	C	D	E
S-ILS 25		402-1 250 (300-1)	
S-LOC 25		480-1 328 (400-1)	
CIRCLING	620-1½ 468 (500-1½)	720-2 568 (600-2)	

ELEV 152 Rwy 7 Idg 6648′

HIRL Rwy 7-25 L

REIL Rwy 7 L



247° 3.5 NM from GAL VORTAC

HI-VOR/DME or TACAN RWY 7

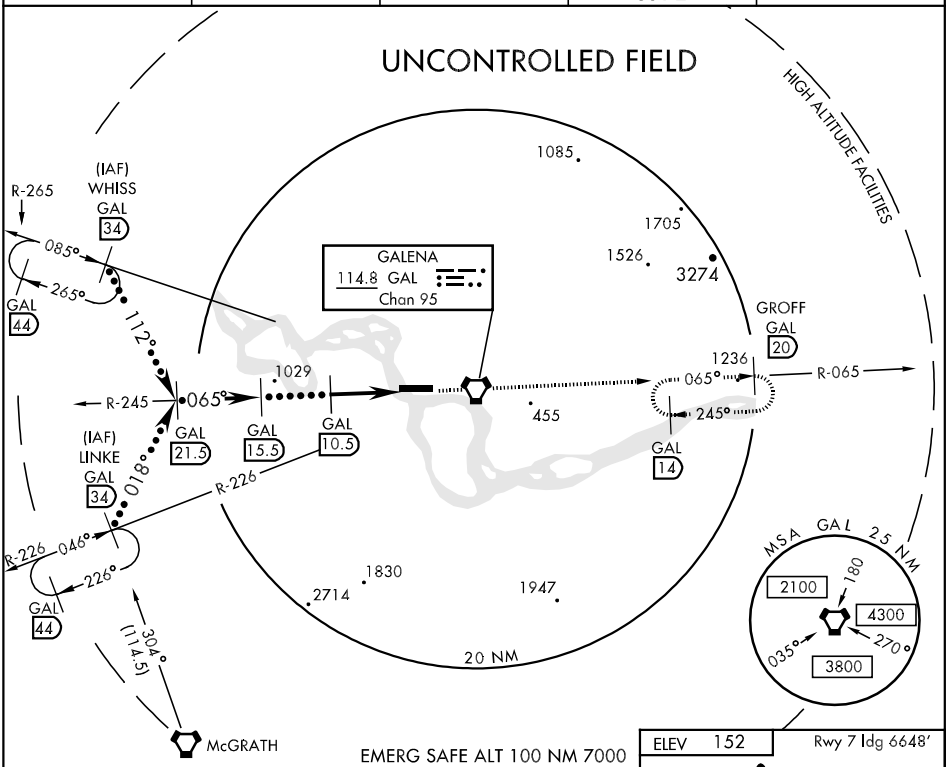
VORTAC GAL 114.8 Chan 95	APCH CRS 065°	Rwy ldg 7200 TDZE 149 Arpt Elev 152

JAL-1229 [USAF] GALENA/EDWARD G. PITKA SR (PAGA)

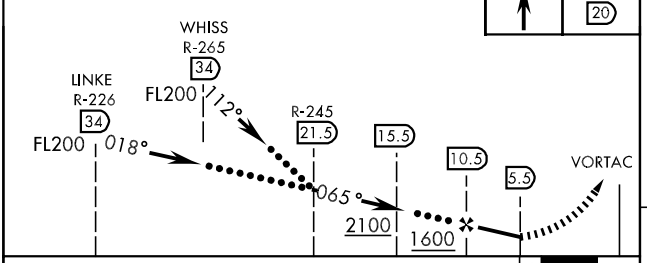
CAUTION: Numerous opposite direction operations.

MISSED APPROACH: Climb to 4000 direct to GROFF 20 DME and hold.

ANCHORAGE CENTER	CTAF ● ★	FAIRBANKS RADIO	MILITARY CONTACT "GALENA OPERATIONS"	AWOS-3
127.0 290.2	123.0 352.05	122.2	391.2	132.525



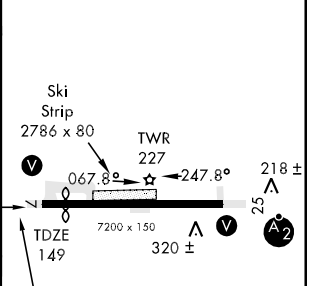
EMERG SAFE ALT 100 NM 7000



CATEGORY	C	D	E
S-7	440-1	291 (300-1)	
CIRCLING	620-1½ 468 (500-1½)	720-2 568 (600-2)	

ELEV 152 Rwy 7 ldg 6648'

HIRL Rwy 7-25 ●
REIL Rwy 7 ●



HI-VOR/DME or TACAN RWY 25

VORTAC GAL	APCH CRS	Rwy ldg	7200
114.8	245°	TDZE	152
Chan 95		Arpt Elev	152

JAL-1229 [USAF] GALENA/EDWARD G. PITKA SR (PAGA)

Cat D and E S-25 visibility increased to 1¼ miles for inoperative ALSF-1.
CAUTION: Numerous opposite direction operations.

SALS A2

MISSED APPROACH: At 3.5 DME, climb to 3000 via GAL R-245 to DOWDI 20 DME and hold.

ANCHORAGE CENTER	CTAF	FAIRBANKS RADIO	MILITARY CONTACT "GALENA OPERATIONS"	AWOS-3
127.0 290.2	123.0 352.05	122.2	391.2	132.525

UNCONTROLLED FIELD

HIGH ALTITUDE FACILITIES

RUBBY GAL 40

BETTLES GAL 37

1085 1705 1526 3274

R-030 R-040 040° 220° 190 (14) 201° 193° (164)

(IAF) DURRY GAL 27

GAL 40 GAL 14 GAL 7 GAL 13

065° 245° R-245 1029 1236 455

DOWDI GAL 20

GALENA 114.8 GAL Chan 95

R-065 248° (168) 291° R-090 090° 270°

(IAF) BELEW GAL 30

NENANA GAL 37

(IAF) NOGLE GAL 27 334° (161)

MSA GAL 25 NM 180° 270° 035° 2100 4300 3800

1830 2714 1947

20 NM

McGRATH

EMERG SAFE ALT 100 NM 7000

3000 GAL R-245 DOWDI GAL 20

DURRY R-040 27 BELEW R-065 30 FL200 FL200

R-065 13 7 201° 245° 291° FL200 NOGLE R-090 27

VORTAC 2.1 3.5 245° 2500 4300 1400

3.5 NM

ELEV 152 Rwy 7 ldg 6648'

HIRL Rwy 7-25 L

REIL Rwy 7 L

Ski Strip 2786 x 80

TWR 227 TDZE 152

067.8° 247.8° 218 ± 320 ± 7200 x 150 25

245° 3.5 NM from GAL VORTAC

CATEGORY	C	D	E
S-25	560-1 408 (500-1)		560-1¼ 408 (500-1¼)
CIRCLING	620-1½ 468 (500-1½)	720-2 568 (600-2)	

HI-VOR/DME or TACAN RWY 25

AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6648
CH 86907 W07A	066°	TDZE	150
		Apt Elev	153

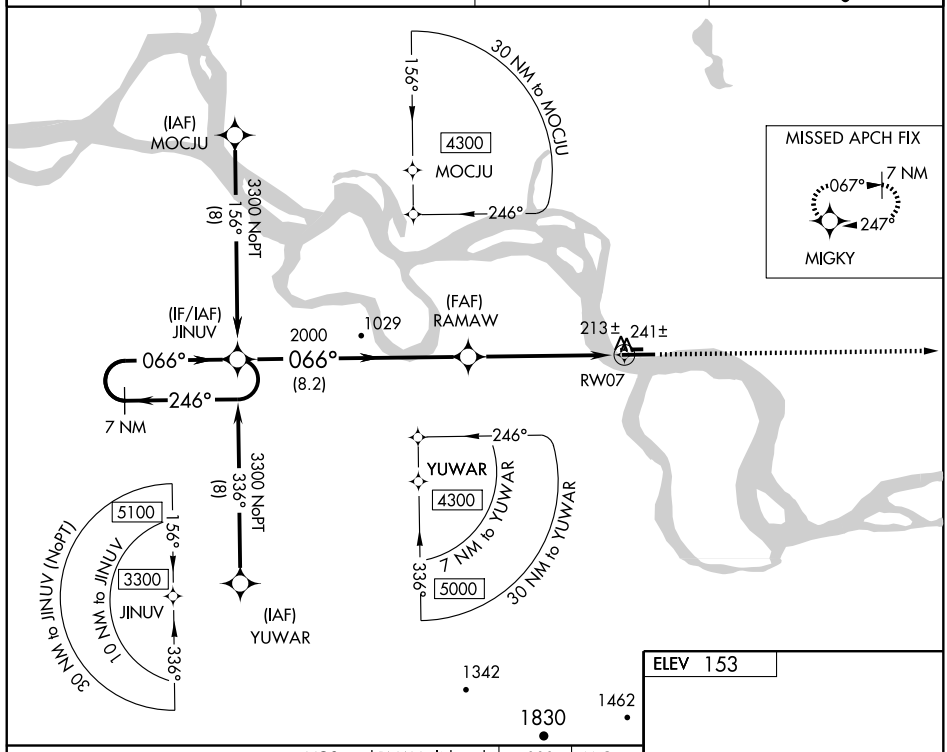
RNAV (GPS) RWY 7

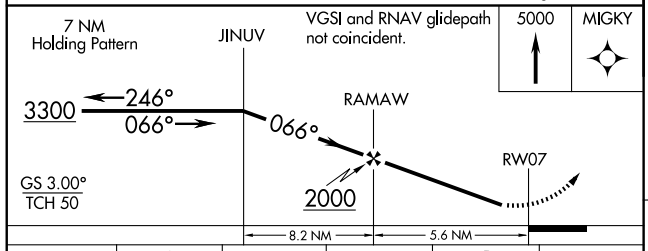
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

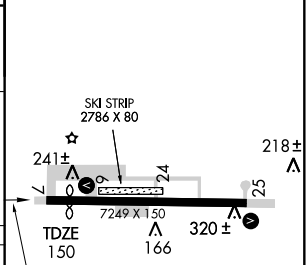
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ruby altimeter setting. When local altimeter setting not received, use Ruby altimeter setting and increase all DA/MDA 160 feet and all visibilities ¾ mile.

MISSED APPROACH: Climb to 5000 direct MIGKY and hold, continue climb-in-hold to 5000.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.525	127.0 290.2	122.2	123.0 L







CATEGORY	A	B	C	D	E
LPV DA	403-1 253 (300-1)				
LNAV/VNAV DA	473-1 323 (400-1)				473-1¼ 323 (400-1¼)
LNAV MDA	500-1 350 (400-1)			500-1¼ 350 (400-1¼)	
CIRCLING	620-1 467 (500-1)		620-1½ 467 (500-1½)	720-2 567 (600-2)	

REIL Rwy 7 L
HIRL Rwy 7-25 L

AK. 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7249
CH 77707	247°	TDZE	153
W25A		Apt Elev	153

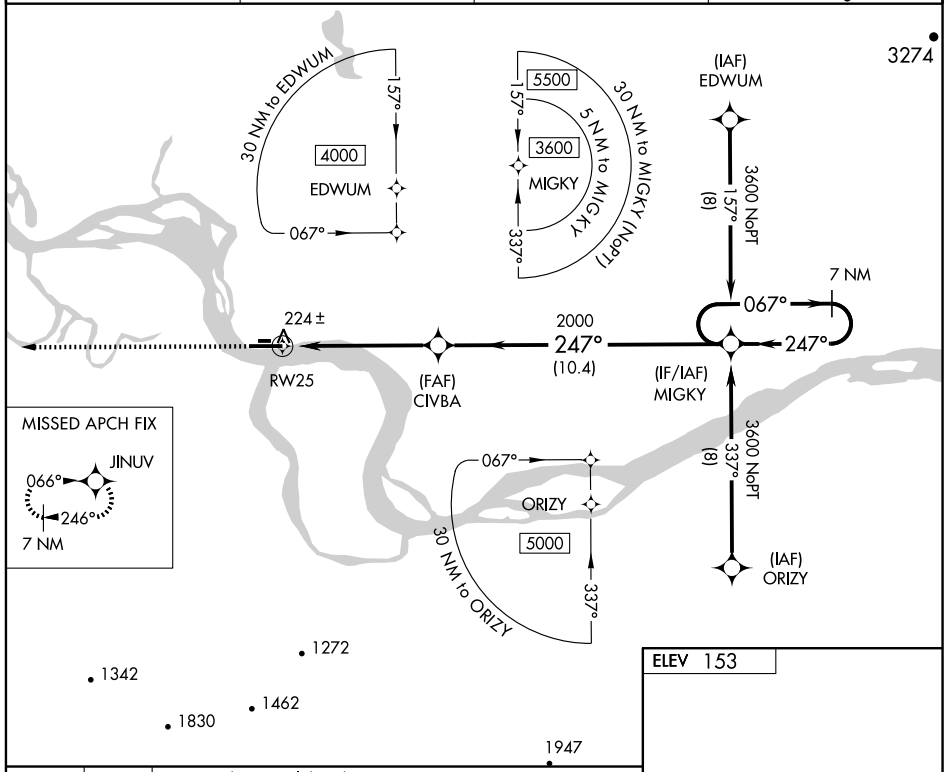
RNAV (GPS) RWY 25

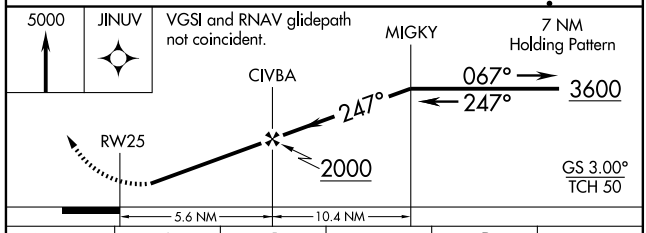
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

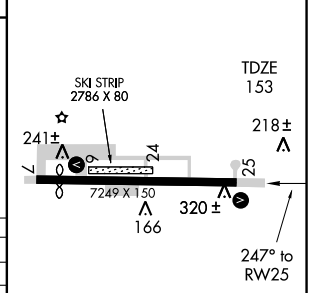
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ruby altimeter setting. When local altimeter setting not received, use Ruby altimeter setting and increase all DA/MDA 160 feet and all visibilities ½ mile. Inoperative table does not apply.

MISSED APPROACH: Climb to 5000 direct JINUV and hold, continue climb-in-hold 5000.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.525	127.0 290.2	122.2	123.0 L







CATEGORY	A	B	C	D	E
LPV DA	424-1 271 (300-1)				
LNAV/VNAV DA	502-1¼ 349 (400-1¼)				
LNAV MDA	580-1 427 (500-1)		580-1¼ 427 (500-1¼)	580-1½ 427 (500-1½)	
CIRCLING	620-1 467 (500-1)		620-1½ 467 (500-1½)	720-2 567 (600-2)	

REIL Rwy 7 L
HIRL Rwy 7-25 L

AK. 17 DEC 2009 to 11 FEB 2010

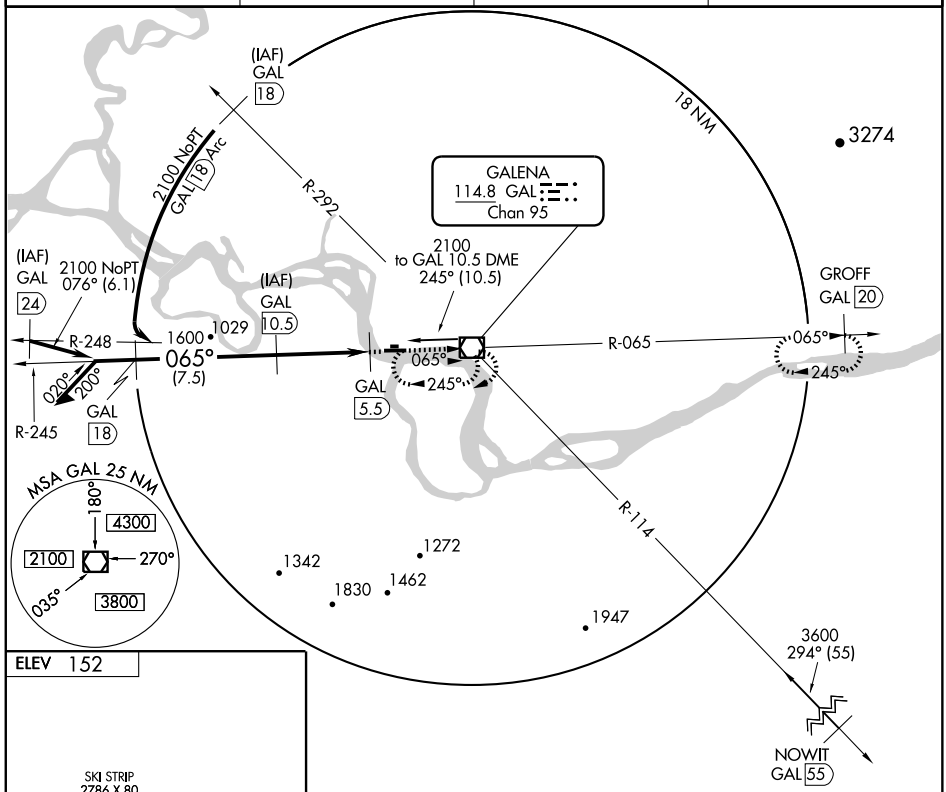
VORTAC GAL 114.8 Chan 95	APP CRS 065°	Rwy Idg 6648 TDZE 149 Apt Elev 152

VOR/DME or TACAN RWY 7

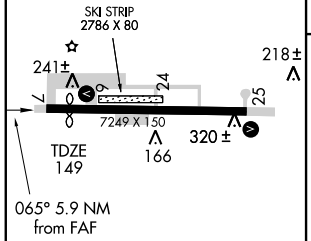
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

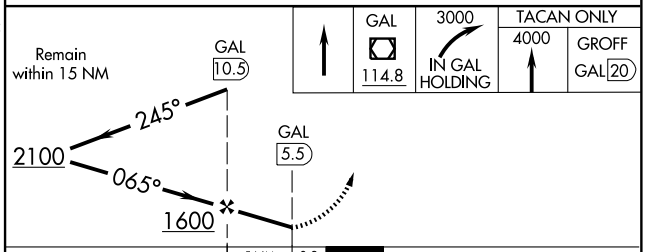
MISSED APPROACH: Climb direct GAL VOR/DME, then climbing right turn to 3000 in GAL holding pattern. (TACAN equipped aircraft climb to 4000 direct to GROFF 20 DME and hold SW, RT, 065° inbound.)

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.525	127.0 290.2	122.2	123.0 L



ELEV 152





CATEGORY	A	B	C	D	E
S-7	440-1 291 (300-1)				
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	720-2 568 (600-2)	

REIL Rwy 7 L
HIRL Rwy 7-25 L

AK. 17 DEC 2009 to 11 FEB 2010

VORTAC GAL	APP CRS	Rwy Idg	7249
114.8	245°	TDZE	152
Chan 95		Apt Elev	152

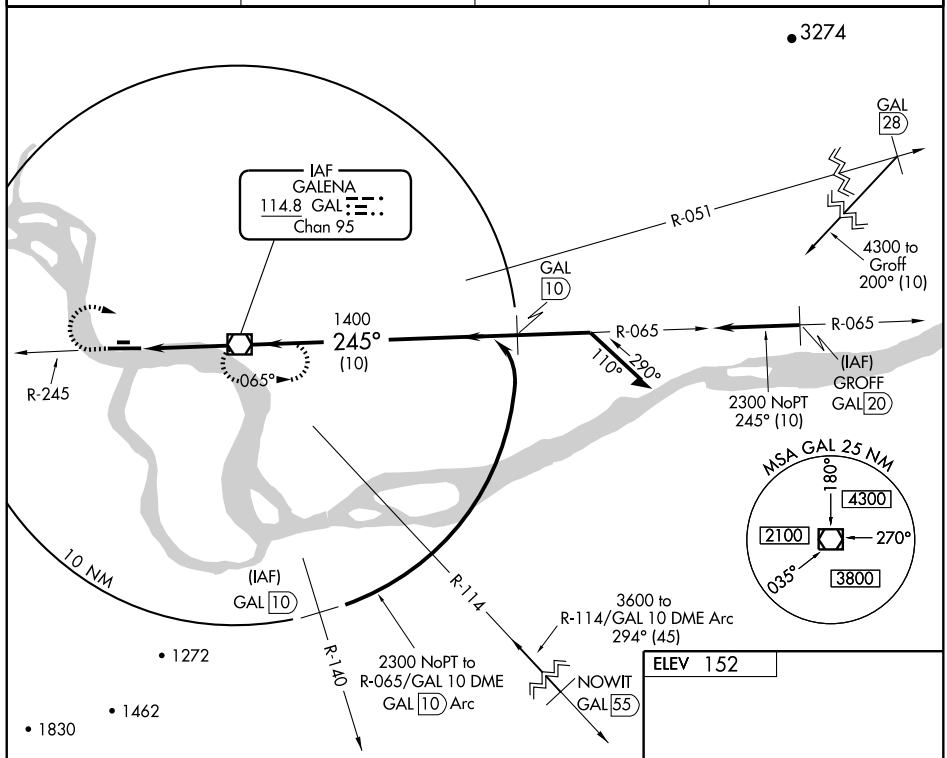
VOR RWY 25

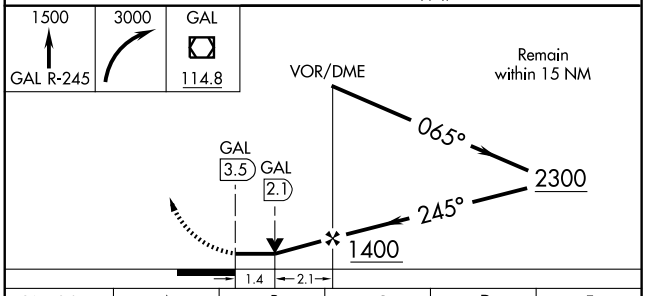
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

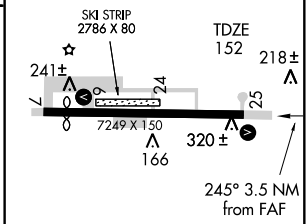
Inoperative table does not apply.

MISSED APPROACH: Climb to 1500 on GAL R-245, then climbing right turn to 3000 direct to GAL VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.525	127.0 290.2	122.2	123.0 L







CATEGORY	A	B	C	D	E
S-25	560-1 408 (500-1)		560-1¼ 408 (500-1¼)		NA
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	720-2 568 (600-2)	

REIL Rwy 7 L
HIRL Rwy 7-25 L

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

AK. 17 DEC 2009 to 11 FEB 2010

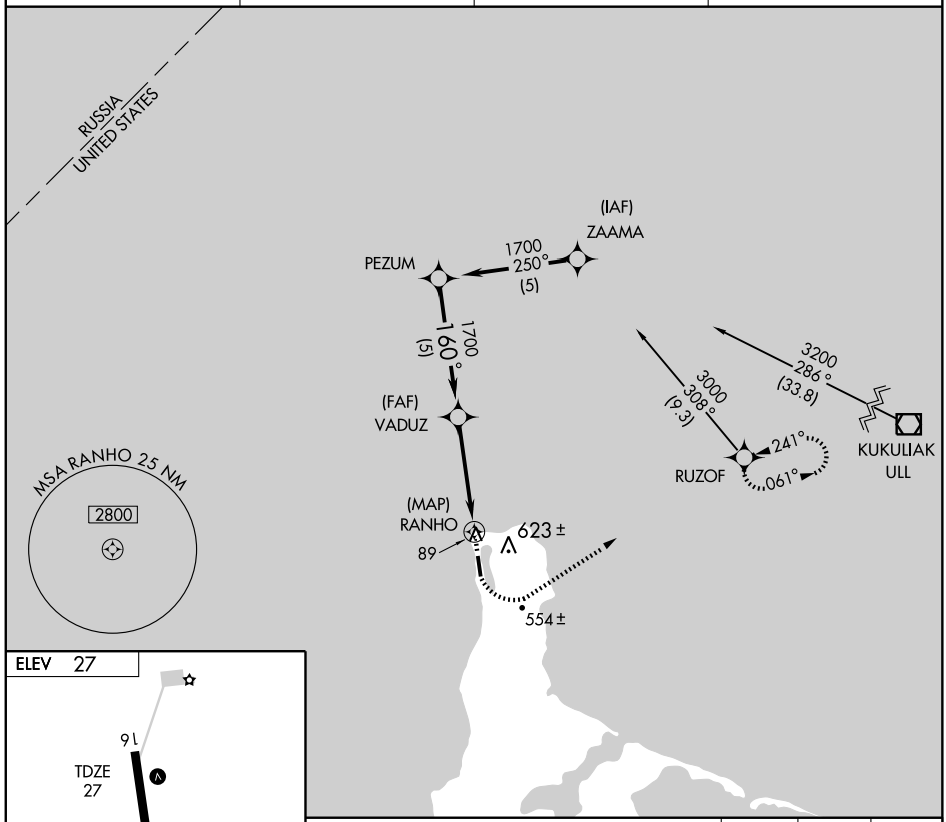
APP CRS	Rwy Idg	4500
160°	TDZE	27
	Apt Elev	27

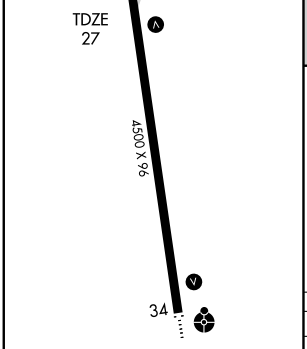
GPS RWY 16
GAMBELL (GAM) (PAGM)

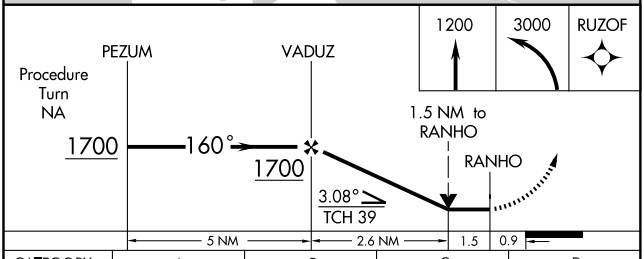
T
A NA — Circling not authorized northeast of Rwy 16-34.

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct RUZOF WP and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
125.9	132.2 281.4	122.0	122.7 L ★







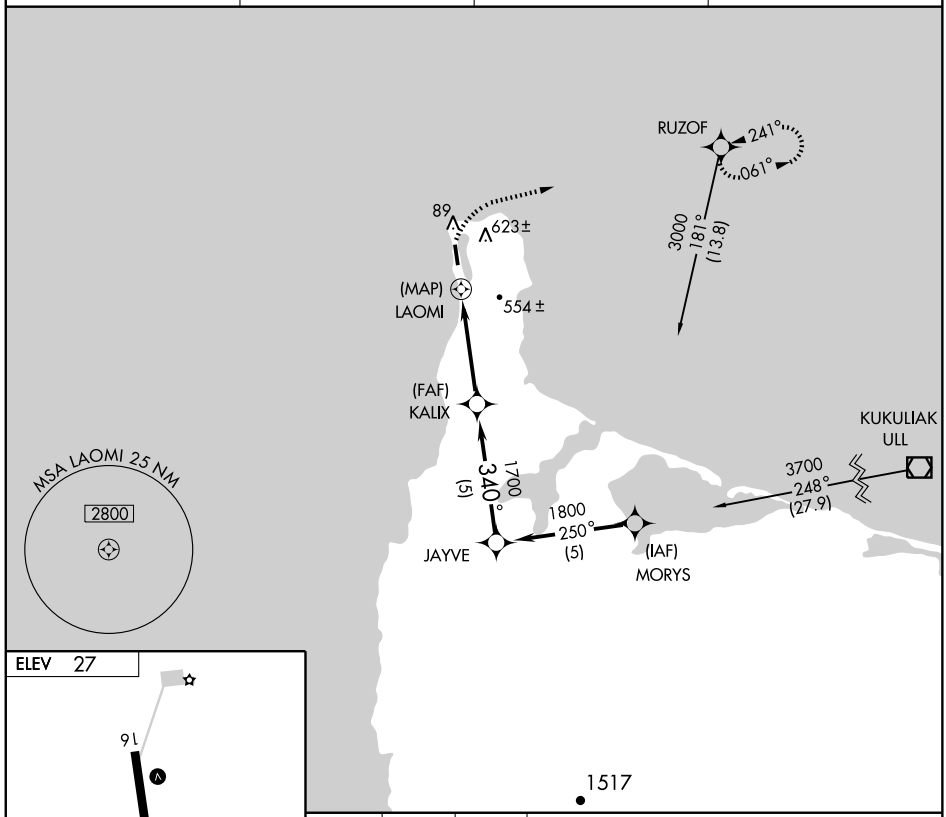
CATEGORY	A	B	C	D
S-16	800-1 773 (800-1)	800-1¼ 773 (800-1¼)	800-2¼ 773 (800-2¼)	800-2½ 773 (800-2½)
CIRCLING	800-1 773 (800-1)	800-1¼ 773 (800-1¼)	800-2¼ 773 (800-2¼)	800-2½ 773 (800-2½)

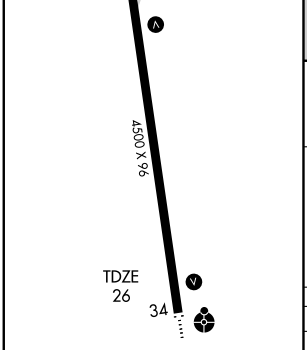
AK. 17 DEC 2009 to 11 FEB 2010

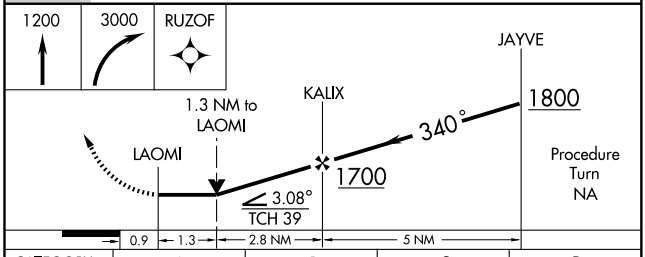
APP CRS	Rwy Idg	4500
340°	TDZE	26
	Apt Elev	27

# GPS RWY 34
GAMBELL(GAM)(PAGM)

T NA: Circling not authorized northeast of Rwy 16-34.	ODALS	MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 direct RUZOF WP and hold.	
AWOS-3 125.9	ANCHORAGE CENTER 132.2 281.4	NOME RADIO 122.0	CTAF 122.7 L ★







CATEGORY	A	B	C	D
S-34	780-1 754 (800-1)	780-1¼ 754 (800-1¼)	780-2¼ 754 (800-2¼)	780-2½ 754 (800-2½)
CIRCLING	780-1 753 (800-1)	780-1¼ 753 (800-1¼)	780-2¼ 753 (800-2¼)	780-2½ 753 (800-2½)

AK, 17 DEC 2009 to 11 FEB 2010

NDB/DME GAM 369 Chan 92 (114.5)	APP CRS 341°	Rwy Idg 4500 TDZE 26 Apt Elev 27

NDB/DME RWY 34

GAMBELL (GAM) (PAGM)

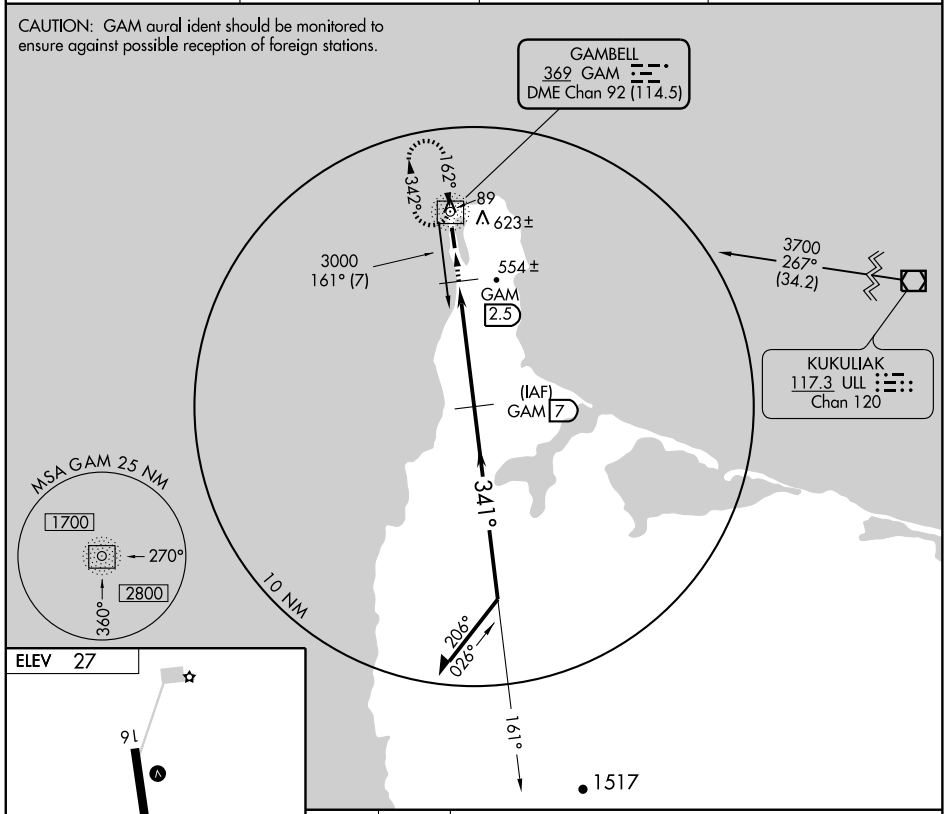
Circling NA northeast of Rwy 16-34.

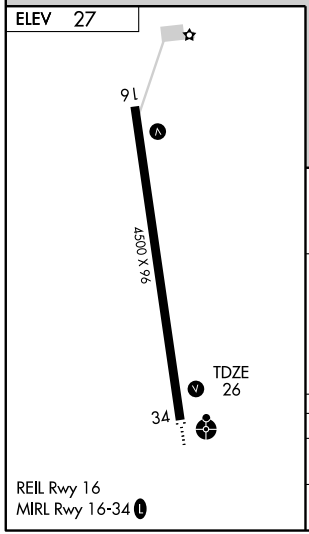
ODALS

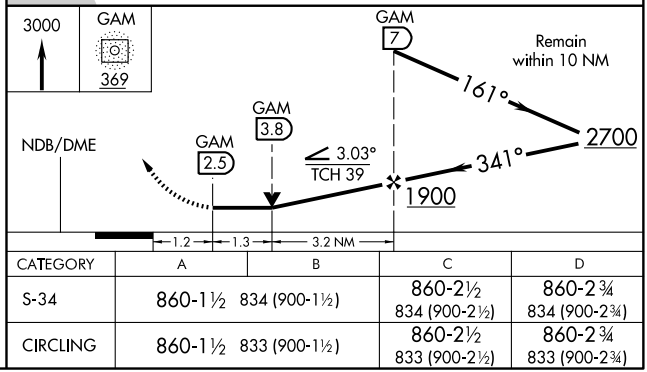
MISSED APPROACH: Climb to 3000 direct GAM NDB/DME and in GAM NDB/DME holding pattern.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
125.9	132.2 281.4	122.0	122.7 L ★

CAUTION: GAM aural ident should be monitored to ensure against possible reception of foreign stations.







CATEGORY	A	B	C	D
S-34	860-1½ 834 (900-1½)		860-2½ 834 (900-2½)	860-2¾ 834 (900-2¾)
CIRCLING	860-1½ 833 (900-1½)		860-2½ 833 (900-2½)	860-2¾ 833 (900-2¾)

AK, 17 DEC 2009 to 11 FEB 2010

NDB/DME GAM 369 Chan 92 (114.5)	APP CRS 162°	Rwy Idg 4500 TDZE 27 Apt Elev 27

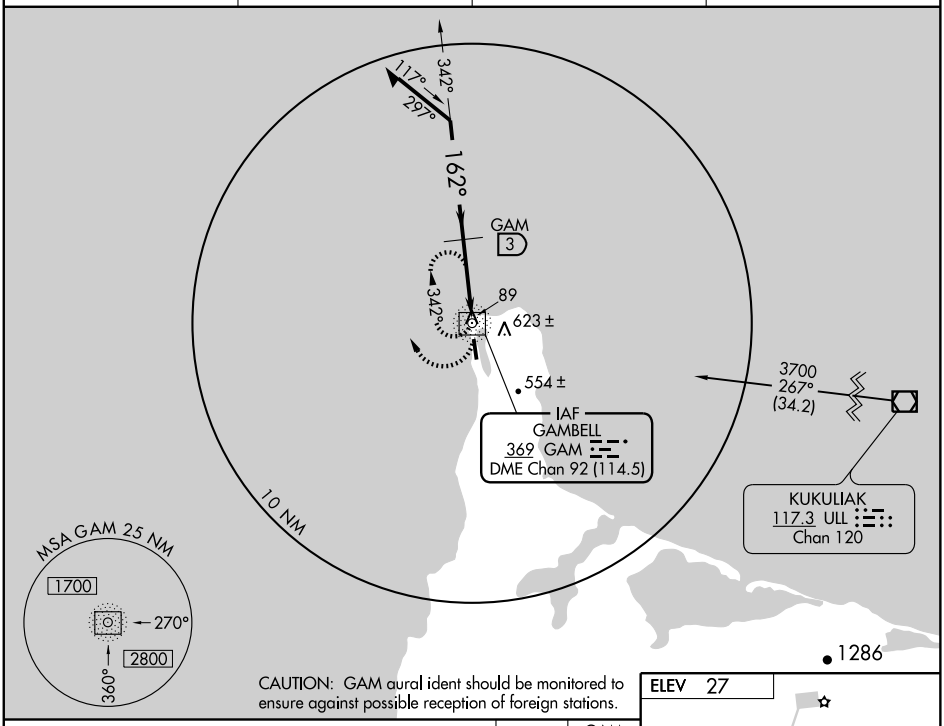
NDB RWY 16

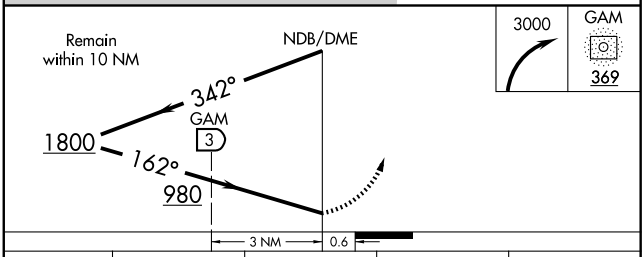
GAMBELL(GAM)(PAGM)

Circling NA northeast of Rwy 16-34.

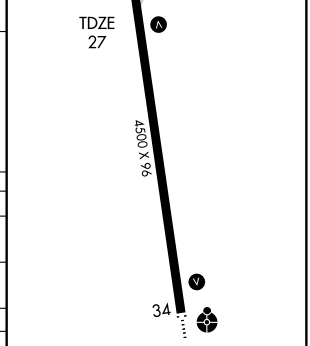
MISSED APPROACH: Climbing right turn to 3000 in GAM NDB/DME holding pattern.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
125.9	132.2 281.4	122.0	122.7 L ★





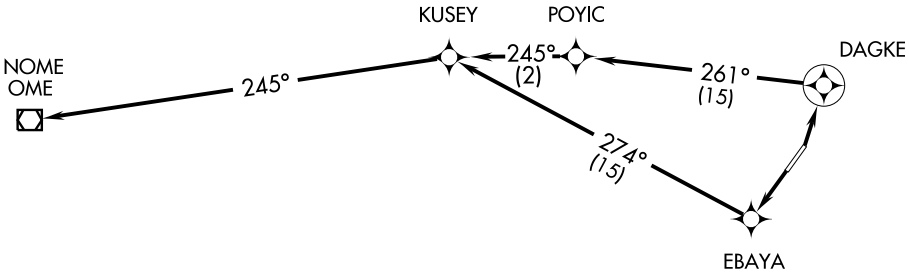
CATEGORY	A	B	C	D
S-16	980-1¼ 953 (1000-1¼)	980-1½ 953 (1000-1½)	980-3 953 (1000-3)	
CIRCLING	980-1¼ 953 (1000-1¼)	980-1½ 953 (1000-1½)	980-3 953 (1000-3)	
DME MINIMUMS				
S-16	920-1¼ 893 (900-1¼)		920-2¾ 893 (900-2¾)	920-3 893 (900-3)
CIRCLING	920-1¼ 893 (900-1¼)		920-2¾ 893 (900-2¾)	920-3 893 (900-3)



AK, 17 DEC 2009 to 11 FEB 2010

NOME ONE DEPARTURE (RNAV) (OBSTACLE)

AWOS-3
135.75
CTAF 122.9



NOTE: GPS Required
NOTE: RNAV 1

TAKE-OFF MINIMUMS:
Rwy 02: Standard with minimum climb of 260′ per NM to 1200.
Rwy 20: Standard.

TAKE-OFF OBSTACLE NOTES:
Rwy 02: Multiple trees beginning 100′ from departure end of runway, 454′ left of centerline, up to 30′ AGL/55′ MSL. Multiple trees beginning 1.8 NM from departure end of runway, 3200′ right of centerline, up to 30′ AGL/379′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DISCRIPTION

TAKE-OFF RUNWAY 02: Climb direct DAGKE, then left turn via 261° track to POYIC, then via 245° track to KUSEY, thence . . . .
TAKE-OFF RUNWAY 20: Climb direct EBAYA, then via 274° track to KUSEY, thence . . . .

. . . . Proceed via 245° track to OME VORTAC, maintain 5000.

AK, 17 DEC 2009 to 11 FEB 2010

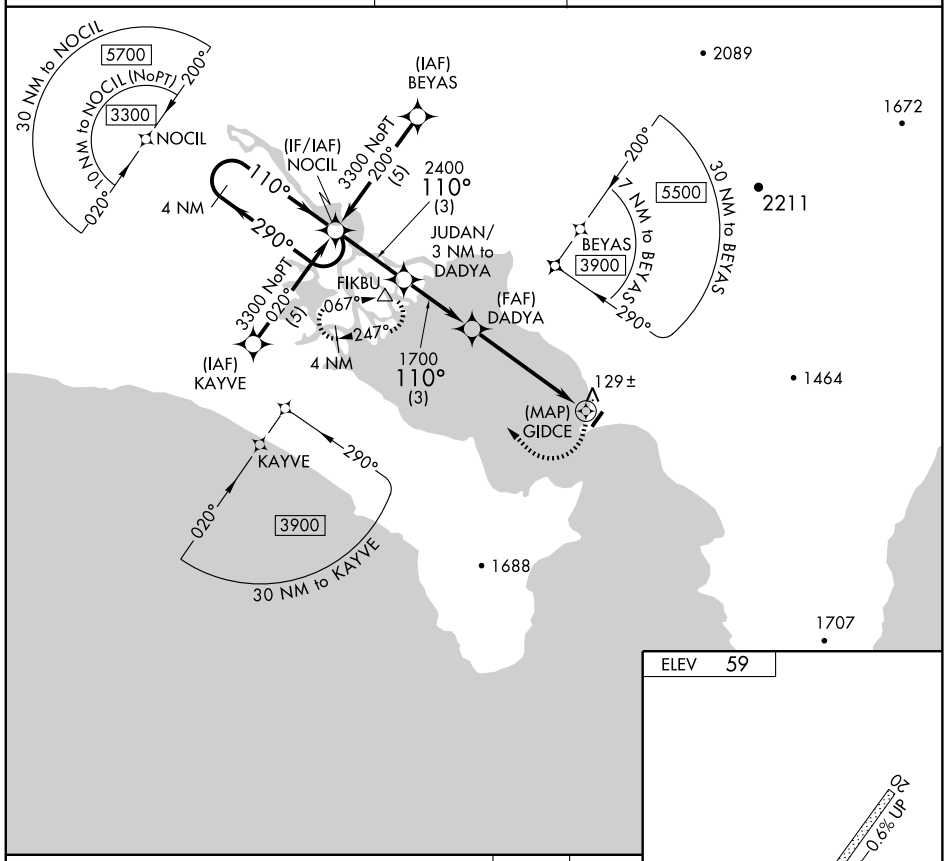
APP CRS	Rwy Idg	N/A
110°	TDZE	N/A
	Apt Elev	59

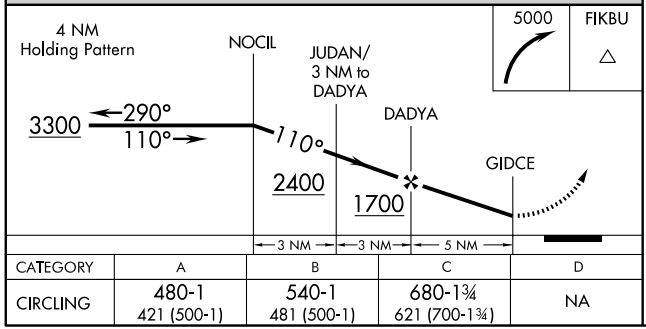
RNAV (GPS)-A
GOLOVIN (GLV) (PAGL)

DME/DME RNP-0.3 NA.

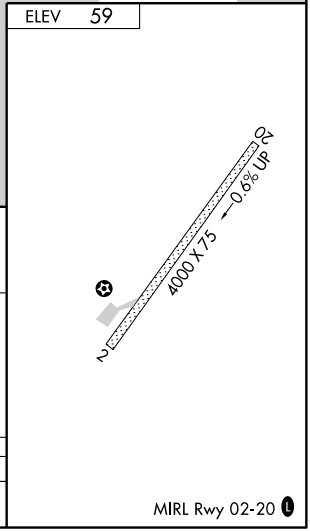
MISSED APPROACH: Climbing right turn to 5000 direct FIKBU and hold, continue climb-in-hold to 5000.

AWOS-3	ANCHORAGE CENTER	CTAF
135.75	133.3 290.4	122.9 L





CATEGORY	A	B	C	D
CIRCLING	480-1 421 (500-1)	540-1 481 (500-1)	680-1¾ 621 (700-1¾)	NA



AK, 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 2

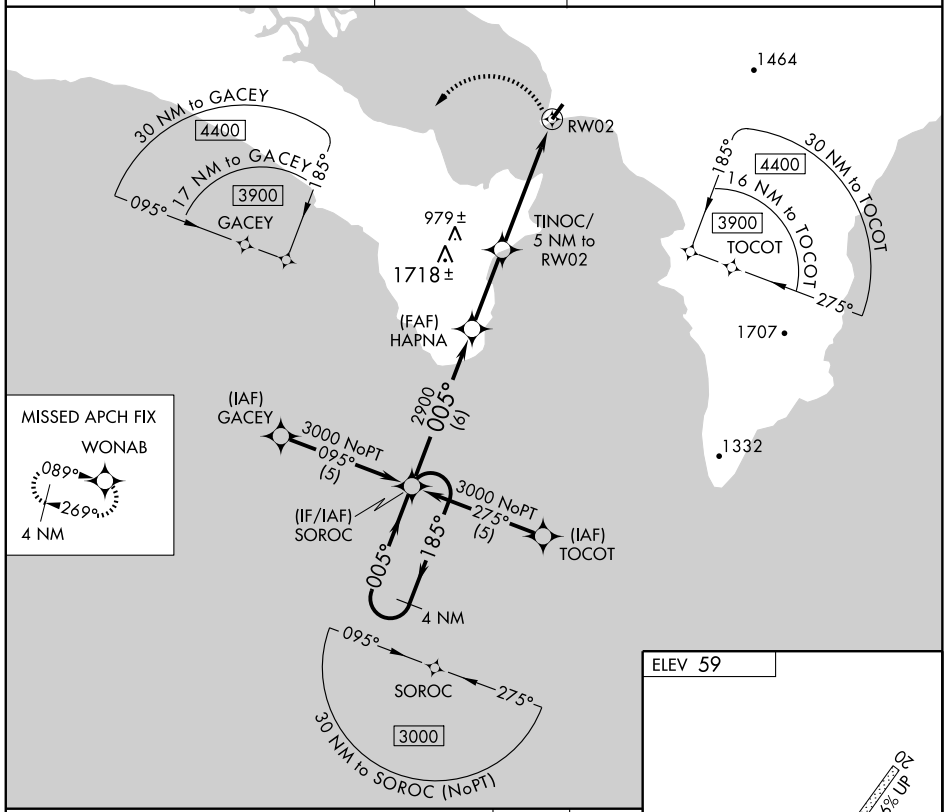
GOLOVIN (GLV) (PAGL)

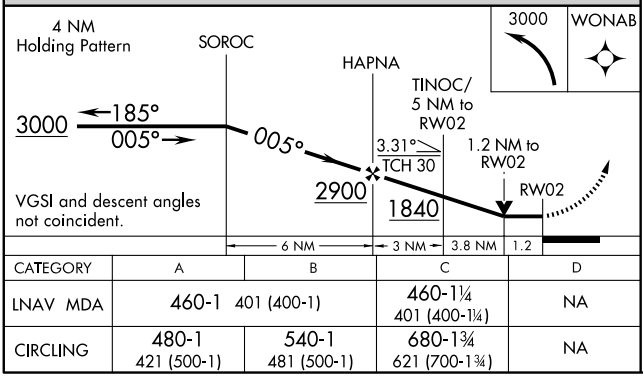
APP CRS	Rwy Idg	4000
005°	TDZE	59
	Apt Elev	59

DME/DME RNP-0.3 NA.

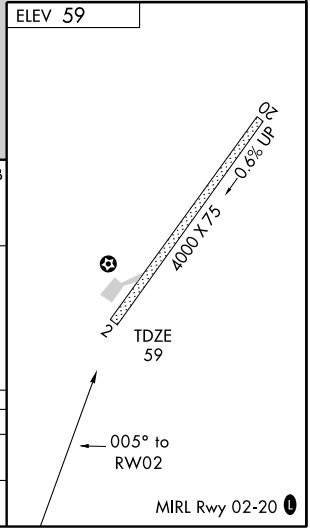
MISSED APPROACH: Climbing left turn to 3000 direct WONAB and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.75	133.3 290.4	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	460-1 401 (400-1)		460-1¼ 401 (400-1¼)	NA
CIRCLING	480-1 421 (500-1)	540-1 481 (500-1)	680-1¾ 621 (700-1¾)	NA



AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 56307	148°	TDZE	1586
W15A		Apt Elev	1586

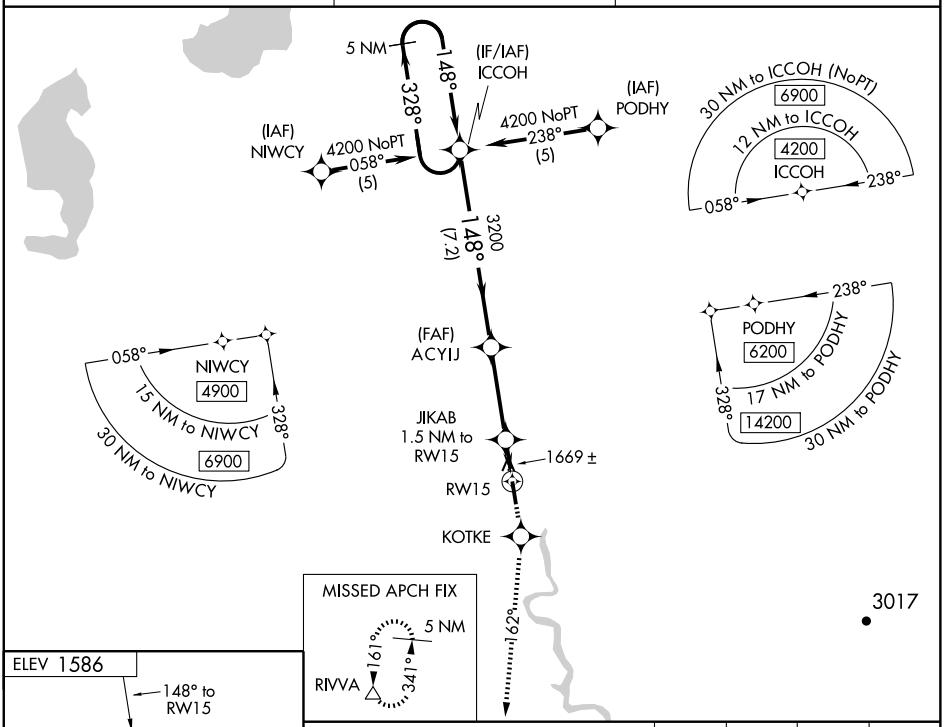
RNAV (GPS) RWY 15

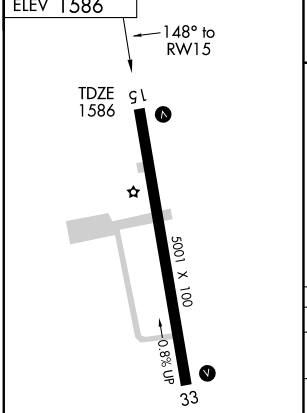
GULKANA (GKN) (PAGK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

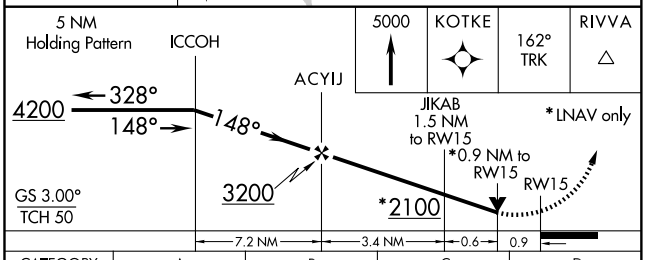
MISSED APPROACH: Climb to 5000 direct KOTKE and via 162° track to RIVVA and hold.

ASOS	ANCHORAGE CENTER	CTAF
134.85	119.5 317.5	122.9 L





MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	1918-1¼ 332 (400-1¼)			
LNAV/VNAV DA	1952-1¼ 366 (400-1¼)			
LNAV MDA	1920-1 334 (400-1)			
CIRCLING	1980-1 394 (400-1)	2040-1 454 (500-1)	2040-1½ 454 (500-1½)	2140-2 554 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 42507	328°	TDZE	1573
W33A		Apt Elev	1586

RNAV (GPS) RWY 33

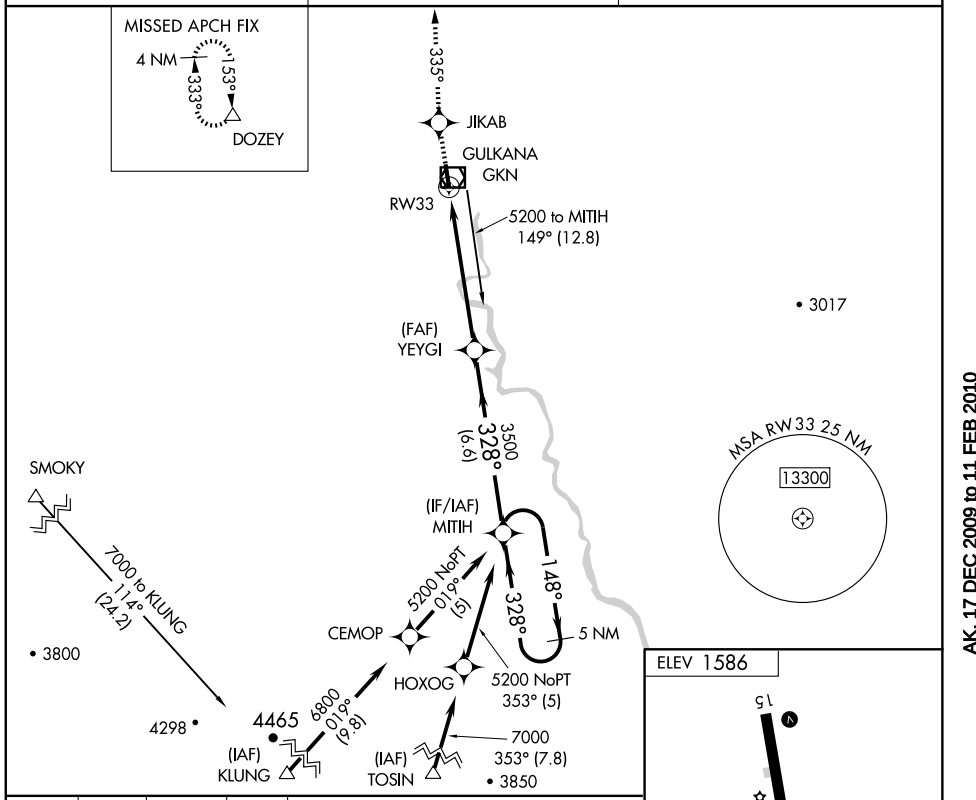
GULKANA (GKN) (PAGK)

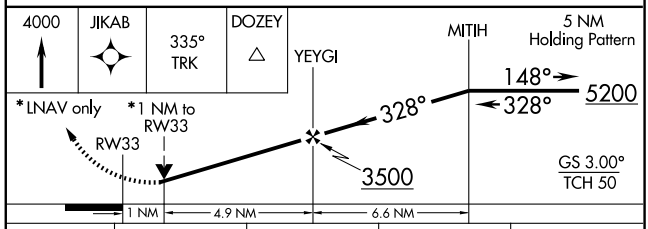
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

W

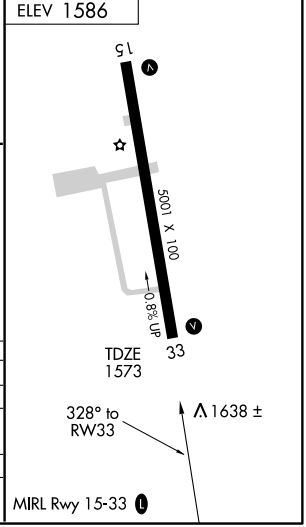
MISSED APPROACH: Climb to 4000 direct JIKAB and via 335° track to DOZEY and hold.

ASOS	ANCHORAGE CENTER	CTAF
134.85	119.5 317.5	122.9 L





CATEGORY	A	B	C	D
LPV DA	1890-1¼ 317 (400-1¼)			
LNAV/VNAV DA	1908-1¼ 335 (400-1¼)			
LNAV MDA	1900-1 327 (400-1)			
CIRCLING	1980-1 394 (400-1)	2040-1 454 (500-1)	2040-1½ 454 (500-1½)	2140-2 554 (600-2)



AK, 17 DEC 2009 to 11 FEB 2010

GULKANA, ALASKA

AL-1220 (FAA)

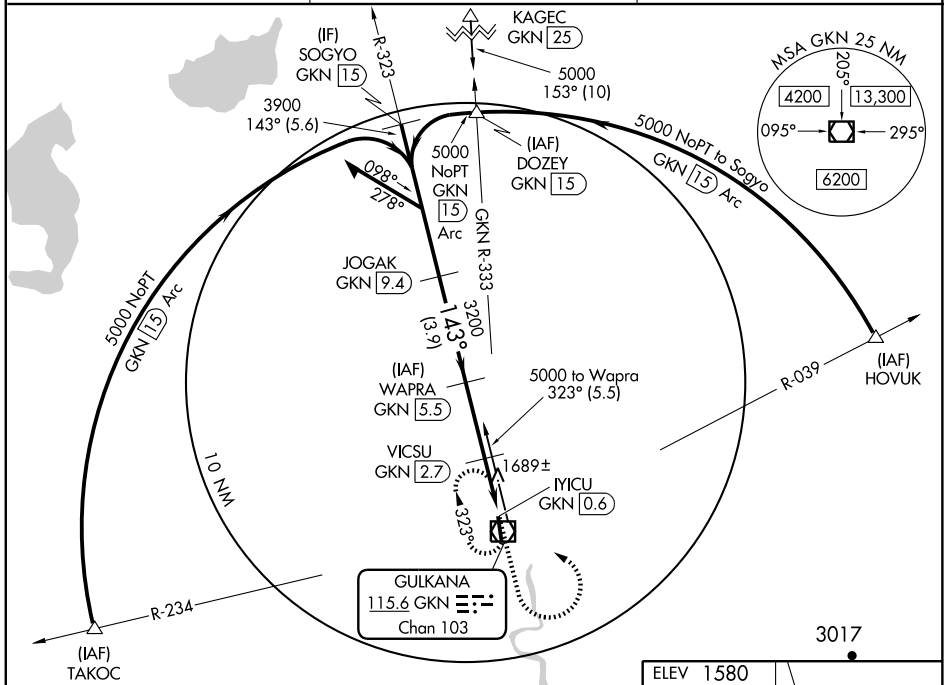
VOR/DME GKN	APP CRS	Rwy Idg	5001
115.6	143°	TDZE	1580
Chan 103		Apt Elev	1580

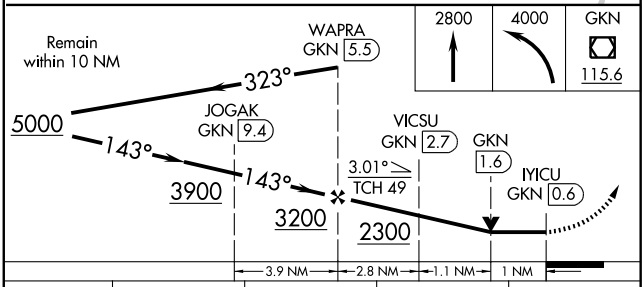
VOR/DME RWY 15

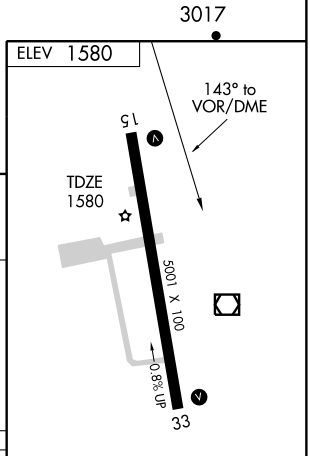
GULKANA (GKN) (PAGK)

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct GULKANA VOR/DME and hold, continue climb-in-hold to 4000.

ASOS	ANCHORAGE CENTER	CTAF
134.85	119.5 317.5	122.9 (L)







CATEGORY	A	B	C	D
S-15	1940-1 360 (400-1)			1940-1¼ 360 (400-1¼)
CIRCLING	2000-1 420 (500-1)	2040-1 460 (500-1)	2040-1½ 460 (500-1½)	2140-2 560 (600-2)

MIRL Rwy 15-33 (L)

AK, 17 DEC 2009 to 11 FEB 2010

GULKANA, ALASKA

AL-1220 (FAA)

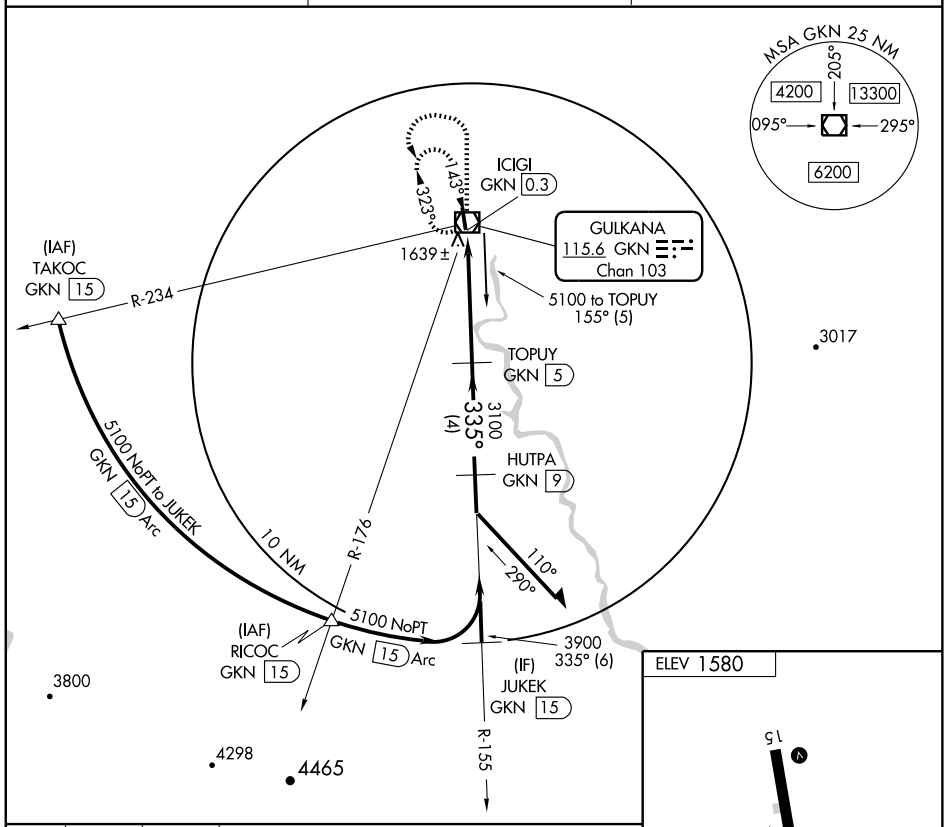
VOR/DME GKN	APP CRS	Rwy Idg	5001
115.6	335°	TDZE	1566
Chan 103		Apt Elev	1580

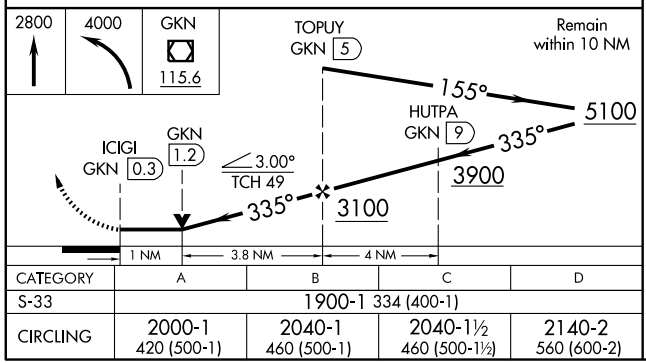
VOR/DME RWY 33

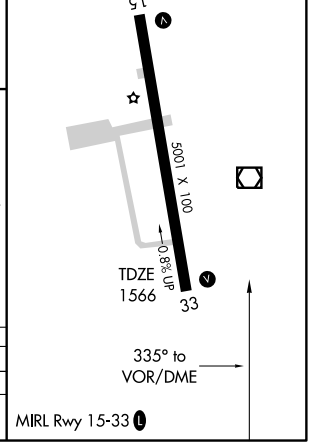
GULKANA (GKN) (PAGK)

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct GULKANA VOR/DME and hold, continue climb-in-hold to 4000.

ASOS	ANCHORAGE CENTER	CTAF
134.85	119.5 317.5	122.9 (L)







CATEGORY	A	B	C	D
S-33	1900-1 334 (400-1)			
CIRCLING	2000-1 420 (500-1)	2040-1 460 (500-1)	2040-1½ 460 (500-1½)	2140-2 560 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) Y RWY 29

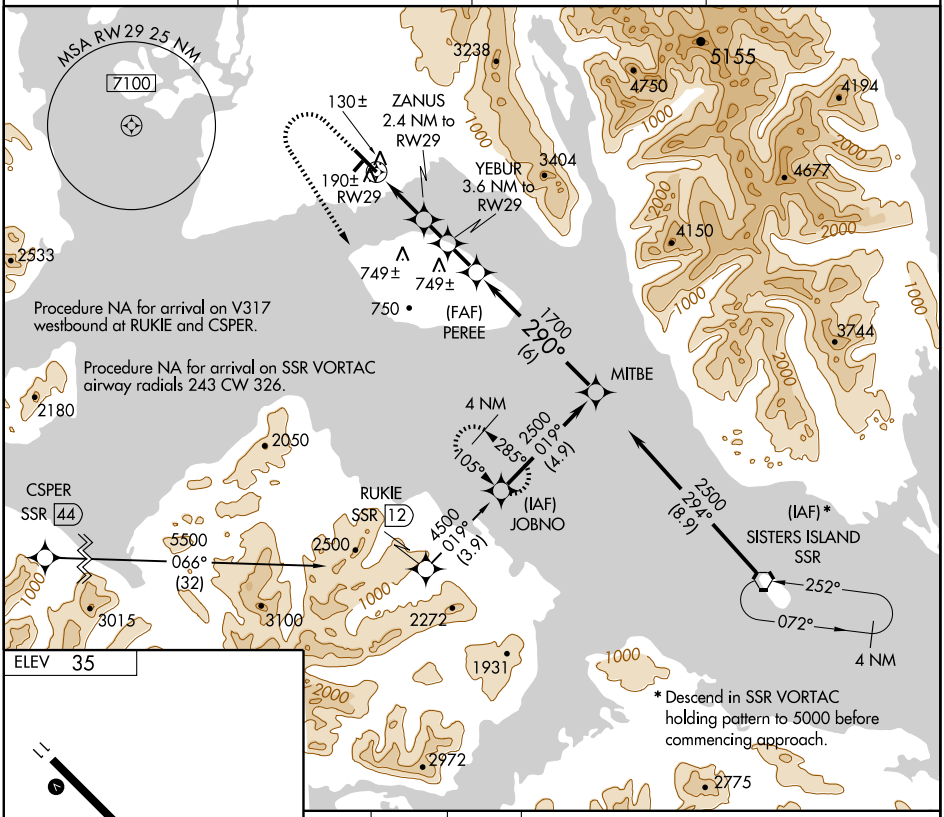
GUSTAVUS(GST)(PAGS)

APP CRS	Rwy Idg	6721
290°	TDZE	31
	Apt Elev	35

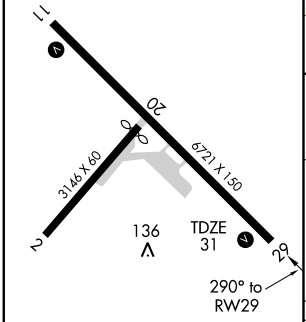
Procedure not authorized at night.
Circling not authorized NE of Rwy 11-29.
DME/DME RNP-0.3 NA.

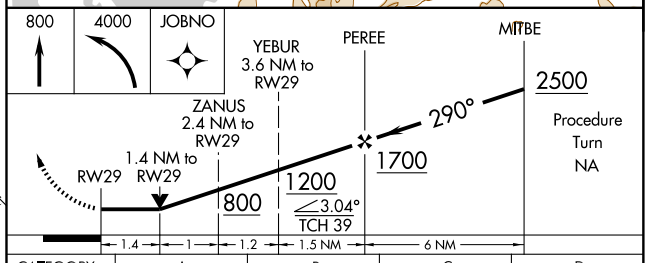
MISSED APPROACH: Climb to 800, then climbing left turn to 4000 direct JOBNO and hold.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
125.9	133.2 360.65	122.65	122.5 L



ELEV 35





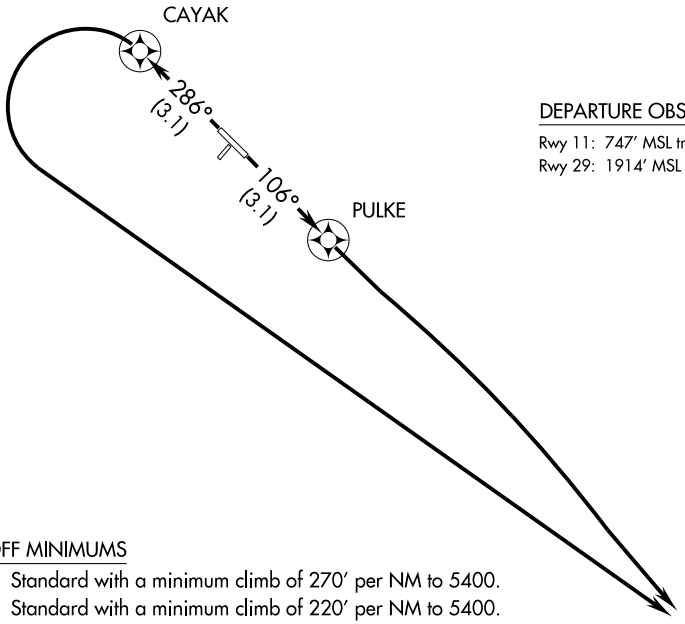
CATEGORY	A	B	C	D
LNAV MDA	500-1 469 (500-1)		500-1¼ 469 (500-1¼)	500-1½ 469 (500-1½)
CIRCLING	560-1 525 (600-1)		560-1½ 525 (600-1½)	600-2 565 (600-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

AK, 17 DEC 2009 to 11 FEB 2010

SISTERS ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
133.2 360.65
JUNEAU RADIO
122.65
CTAF
122.5



DEPARTURE OBSTACLES

Rwy 11: 747′ MSL tree.
Rwy 29: 1914′ MSL tree.

TAKE-OFF MINIMUMS

Rwy 11: Standard with a minimum climb of 270′ per NM to 5400.
Rwy 29: Standard with a minimum climb of 220′ per NM to 5400.
Rwy 2, 20: NA - Rwy limitations.

NOTE:

1. GPS Required
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb via 106° course to PULKE WP, then climbing right turn to 6000 or assigned altitude direct SSR VORTAC. . . .

TAKE-OFF RUNWAY 29: Climb via 286° course to CAYAK WP, then climbing left turn to 6000 or assigned altitude direct SSR VORTAC. . . .

. . . . cross SSR VORTAC at or above MEA/MCA for direction of flight thence further clearance.

AK, 17 DEC 2009 to 11 FEB 2010

VORTAC SSR	APP CRS	Rwy Idg	6721
114.0	288°	TDZE	31
Chan 87		Apt Elev	35

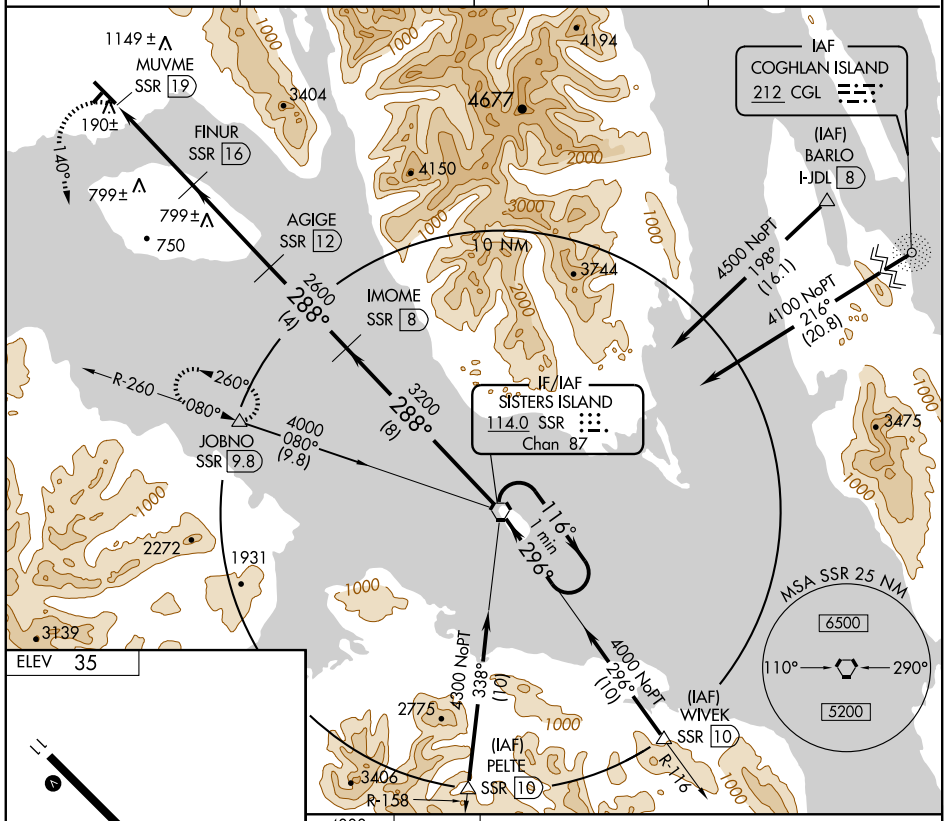
VOR/DME RWY 29

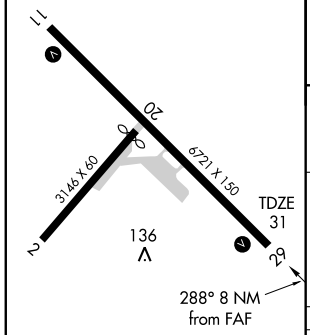
GUSTAVUS (GST)(PAGS)

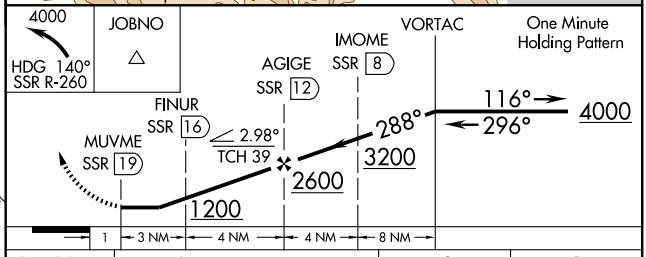
▼ Procedure not authorized at night.
▲ Circling not authorized NE of Rwy 11-29.

MISSED APPROACH: Climbing left turn to 4000 via 140° heading and SSR R-260 to JOBNO/SSR 9.8 DME and hold.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
125.9	133.2 360.65	122.65	122.5 L





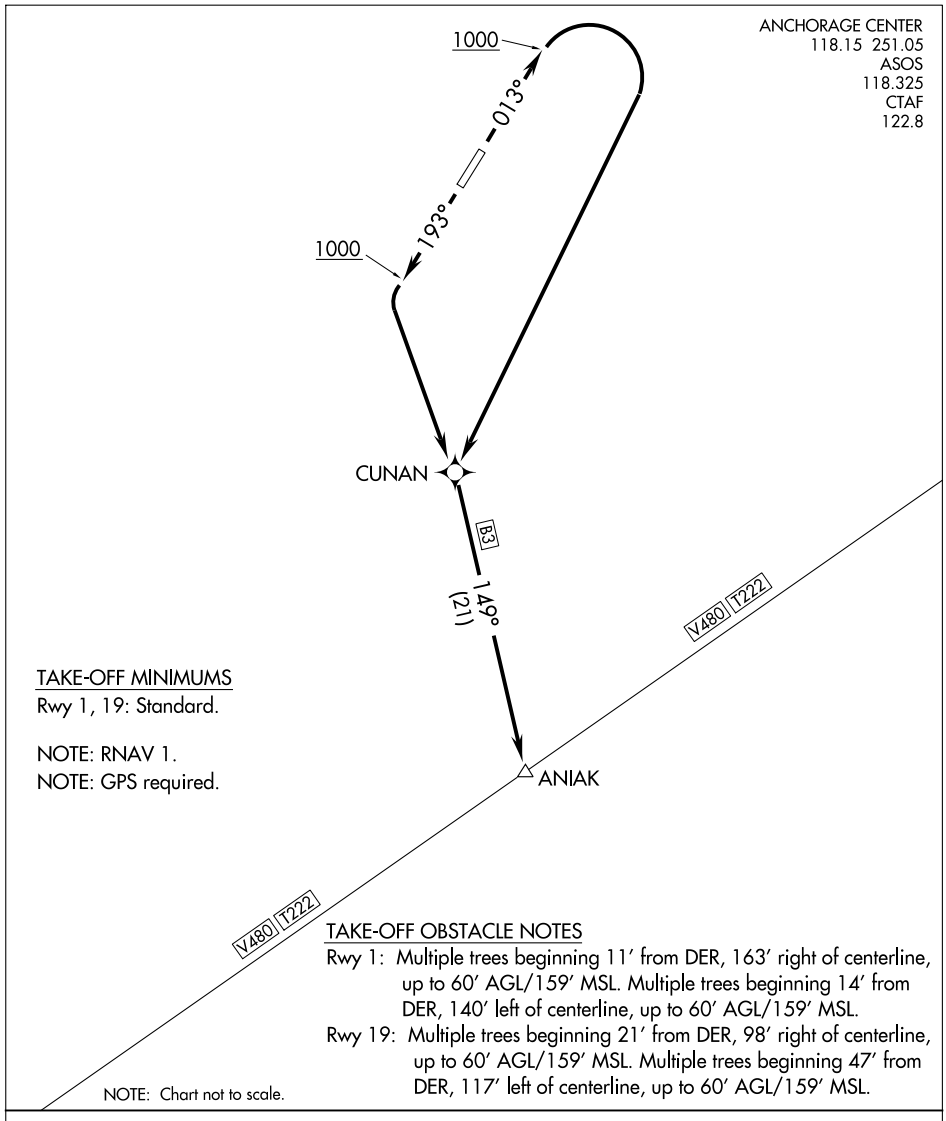


CATEGORY	A	B	C	D
S-29	1100-1¼ 1069 (1100-1¼)	1100-1½ 1069 (1100-1½)	1100-3	1069 (1100-3)
CIRCLING	1100-1¼ 1065 (1100-1¼)	1100-1½ 1065 (1100-1½)	1100-3	1065 (1100-3)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

AK. 17 DEC 2009 to 11 FEB 2010

ANIAK ONE DEPARTURE (RNAV)



TAKE-OFF MINIMUMS

Rwy 1, 19: Standard.

NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Multiple trees beginning 11′ from DER, 163′ right of centerline, up to 60′ AGL/159′ MSL. Multiple trees beginning 14′ from DER, 140′ left of centerline, up to 60′ AGL/159′ MSL.

Rwy 19: Multiple trees beginning 21′ from DER, 98′ right of centerline, up to 60′ AGL/159′ MSL. Multiple trees beginning 47′ from DER, 117′ left of centerline, up to 60′ AGL/159′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013° to 1000, then right turn direct CUNAN, then via depicted route, thence....

TAKE-OFF RUNWAY 19: Climb heading 193° to 1000, then direct CUNAN, then via depicted route, thence....

....maintain 3700 or as assigned by ATC.

AK, 17 DEC 2009 to 11 FEB 2010

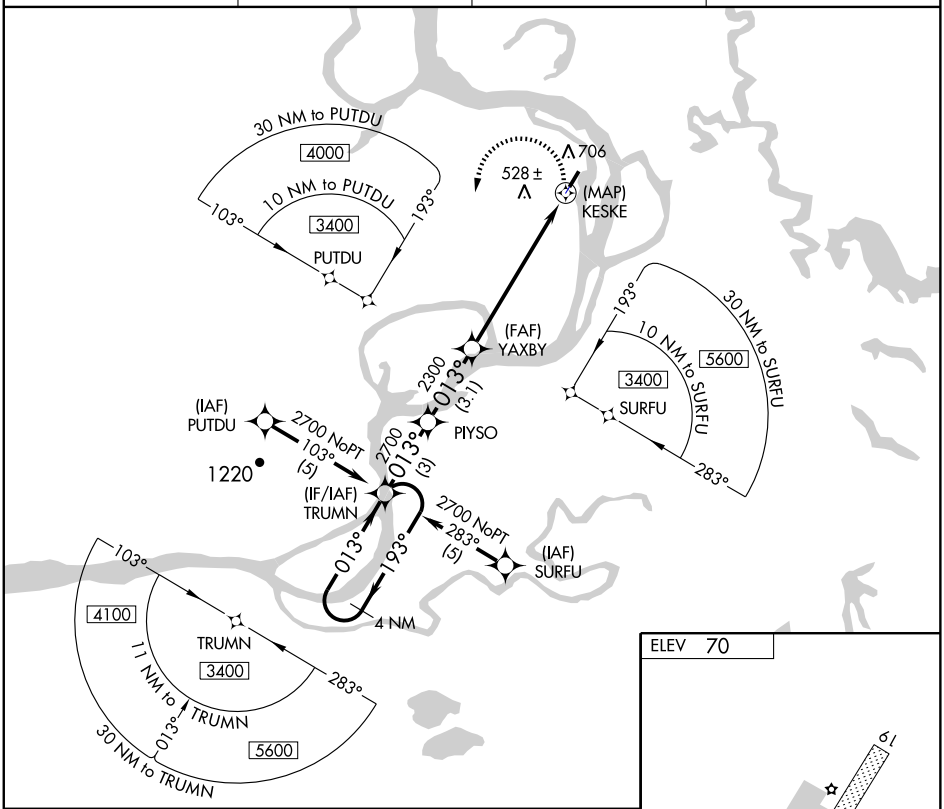
APP CRS	Rwy Idg	4000
013°	TDZE	69
	Apt Elev	70

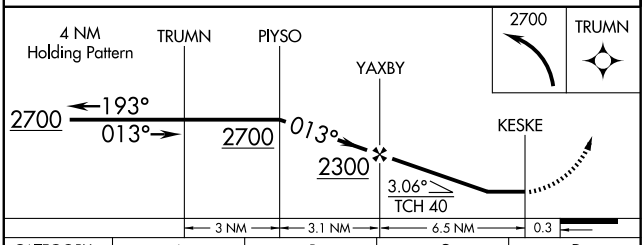
RNAV (GPS) RWY 1
HOLY CROSS (HCA) (PAHC)

Circling NA west of Rwy 1-19. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet, and increase visibility LNAV and Circling Cat A, B and D ¼ mile and Cat C ½ mile.

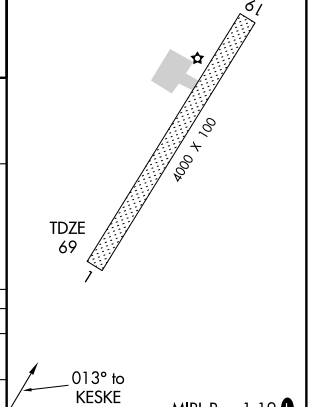
MISSED APPROACH: Climbing left turn to 2700 direct TRUMN and hold.

ASOS	ANCHORAGE CENTER	KENAI RADIO	CTAF
118.325	118.15 251.05	122.45	122.8 L





CATEGORY	A	B	C	D
LNAV MDA	940-1 871 (900-1)	940-1¼ 871 (900-1¼)	940-2½ 871 (900-2½)	940-2¾ 871 (900-2¾)
CIRCLING	940-1 870 (900-1)	940-1¼ 870 (900-1¼)	940-2½ 870 (900-2½)	940-2¾ 870 (900-2¾)



RNAV (GPS) RWY 19

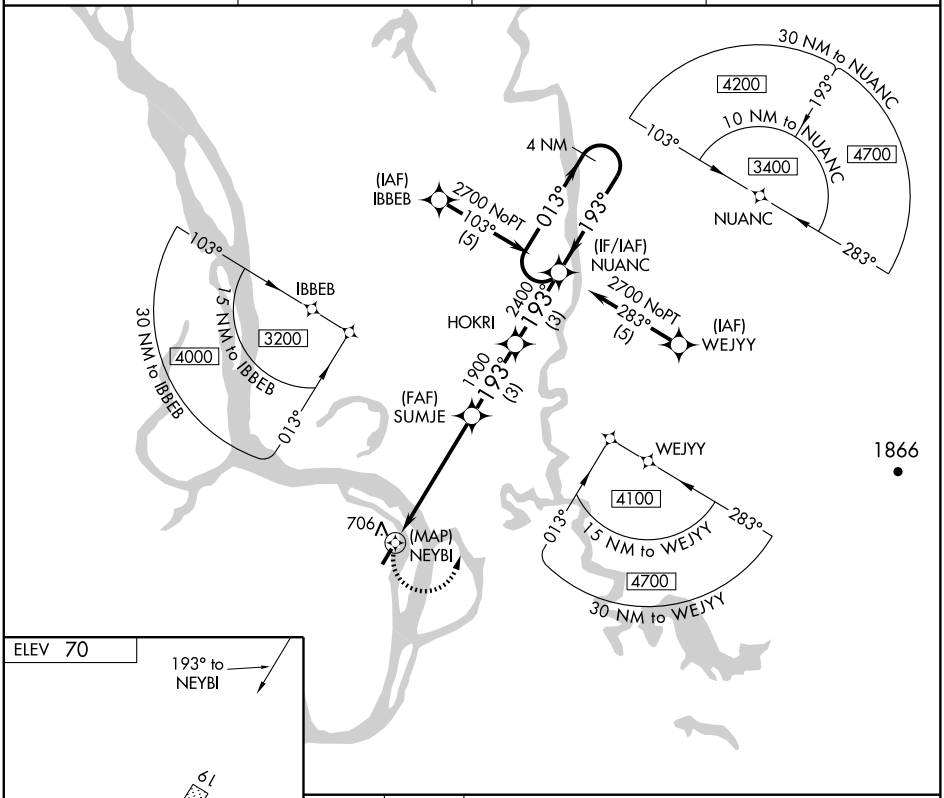
HOLY CROSS (HCA) (PAHC)

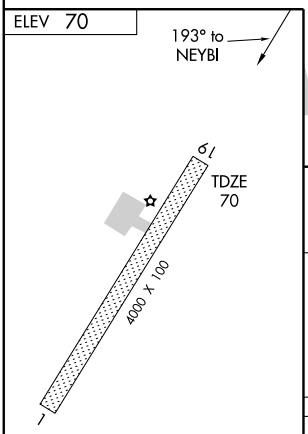
APP CRS	Rwy Idg	4000
193°	TDZE	70
	Apt Elev	70

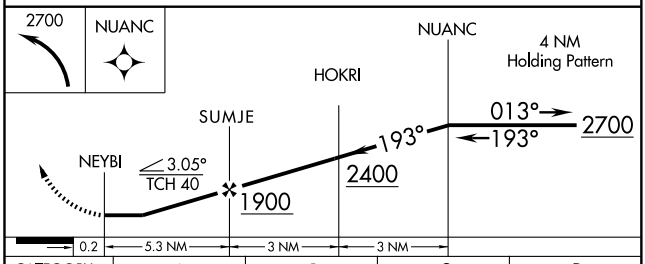
Circling NA west of runway 1-19. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet, and increase visibility LNAV Cat B and C and Circling Cat B and C ¼ mile.

MISSED APPROACH: Climbing left turn to 2700 direct NUANC and hold.

ASOS	ANCHORAGE CENTER	KENAI RADIO	CTAF
118.325	118.15 251.05	122.45	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	1020-1¼	950 (1000-1¼)	1020-2¾ 950 (1000-2¾)	1020-3 950 (1000-3)
CIRCLING	1020-1¼	950 (1000-1¼)	1020-2¾ 950 (1000-2¾)	1020-3 950 (1000-3)

MIRL Rwy 1-19 L

AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-HOM	APP CRS	Rwy Idg	6701
109.3	211°	TDZE	84
Chan 30		Apt Elev	84

LOC/DME BC RWY 21

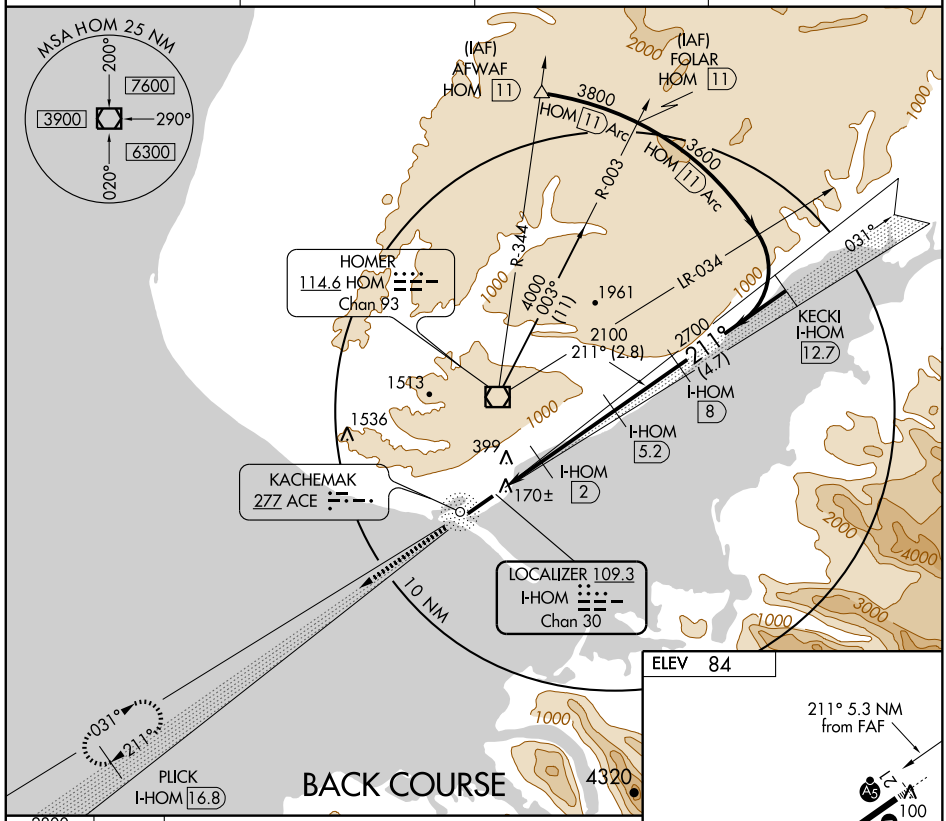
HOMER (HOM) (PAHO)

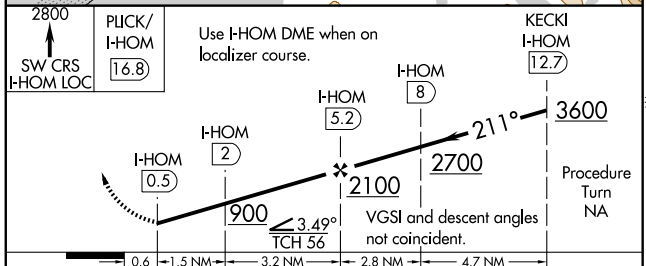
Circling not authorized Northwest of Rwy 3-21.

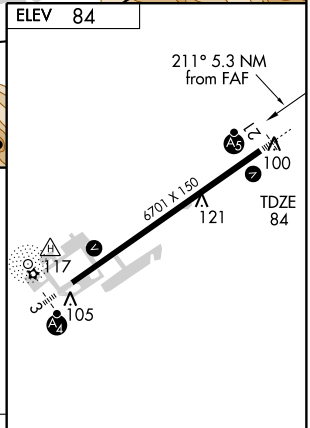
MALSR

MISSED APPROACH: Climb to 2800 via SW course I-HOM LOC to PLICK/I-HOM 16.8 DME and hold.

ATIS	ANCHORAGE CENTER	HOMER RADIO	UNICOM
135.65	125.9 270.3	123.6 (CTAF) L	122.7 123.0 123.05







HIRL Rwy 3-21 L

CATEGORY	A	B	C	D
S-21	420-1 336 (400-1)			
CIRCLING	540-1 456 (500-1)		540-1½ 456 (500-1½)	640-2 556 (600-2)

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-HOM	APP CRS	Rwy Idg	6701
109.3	031°	TDZE	78
Chan 30		Apt Elev	84

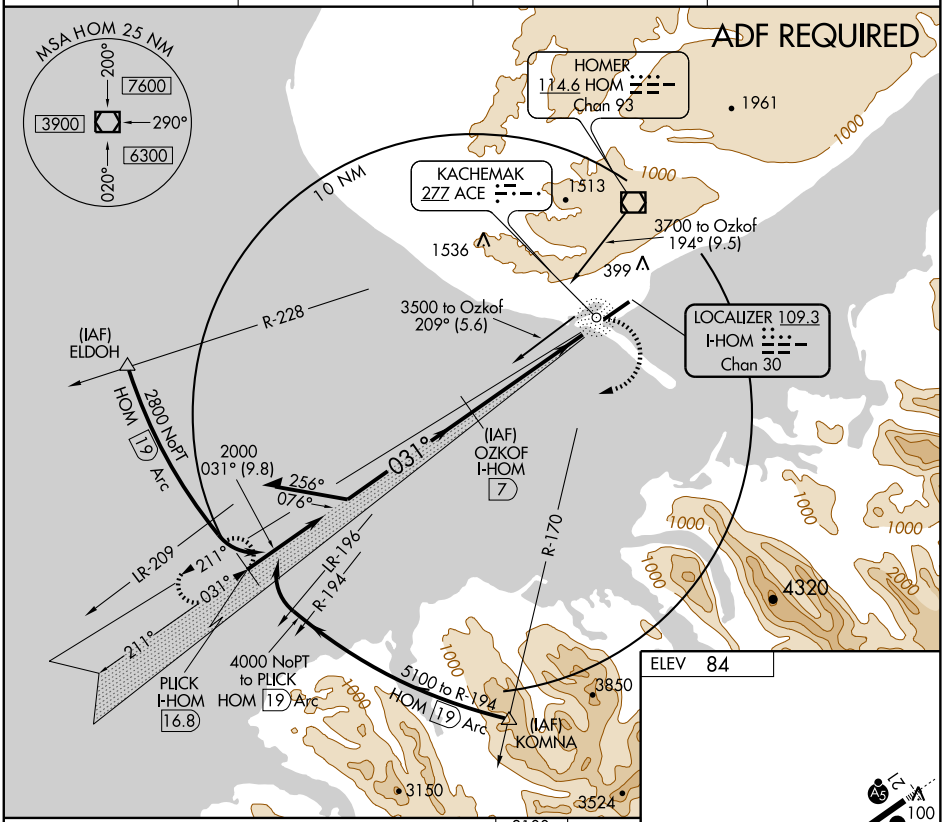
LOC/DME RWY 3
HOMER (HOM) (PAHO)

Circling not authorized northwest of Rwy 3-21. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climbing right turn to 3100 via 210° bearing from ACE NDB to PLICK/I-HOM 16.8 DME and hold.

ATIS	ANCHORAGE CENTER	HOMER RADIO	UNICOM
135.65	125.9 270.3	123.6 (CTAF) L	122.7 123.0 123.05



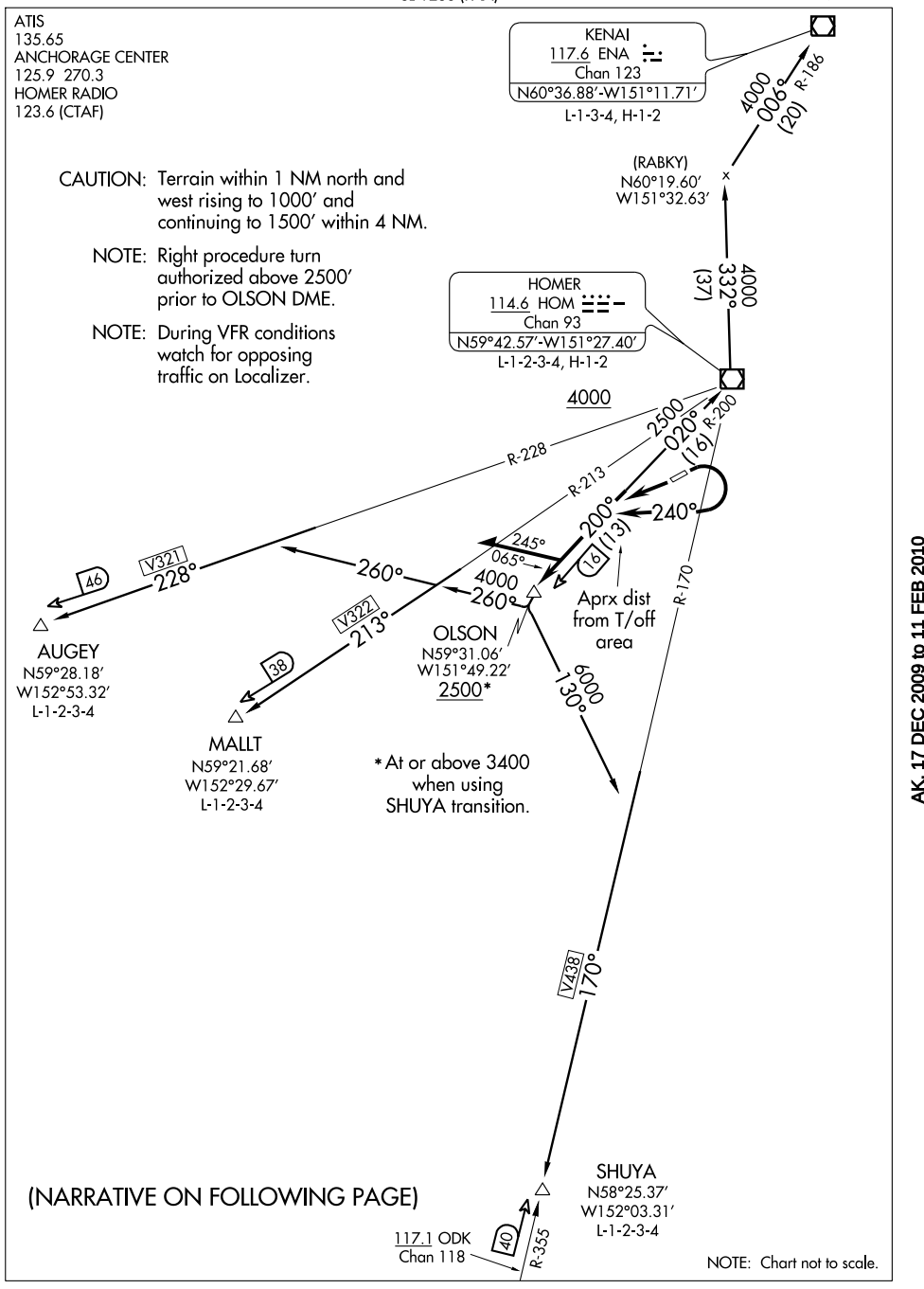
CATEGORY	A	B	C	D
S-3	400-1 322 (400-1)			
CIRCLING	540-1 456 (500-1)		540-1½ 456 (500-1½)	640-2 556 (600-2)

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

OLSON TWO DEPARTURE

SL-1236 (FAA)



OLSON TWO DEPARTURE SL-1236 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing right turn heading 240° to intercept and track outbound on HOM R-200 to OLSON DME.
TAKE-OFF RUNWAY 21: Climb on runway heading to intercept and track outbound on HOM R-200 to OLSON DME.
AUGEY TRANSITION (OLSON2.AUGEY): From OLSON DME right turn to 260° heading and V321 to AUGEY INT.
HOMER TRANSITION (OLSON2.HOM): From OLSON DME via HOM R-200 to HOM VOR/DME.
KENAI TRANSITION (OLSON2.ENA): From OLSON DME via HOM R-200 to HOM VOR/DME, then via HOM R-332 and ENA R-186 to ENA VOR/DME.
MALLT TRANSITION (OLSON2.MALLT): From OLSON DME right turn to 260° heading and V322 to MALLT INT.
SHUYA TRANSITION (OLSON2.SHUYA): From OLSON DME left turn to 130° heading and V438 to SHUYA INT.

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	6701
031°	TDZE	78
	Apt Elev	84

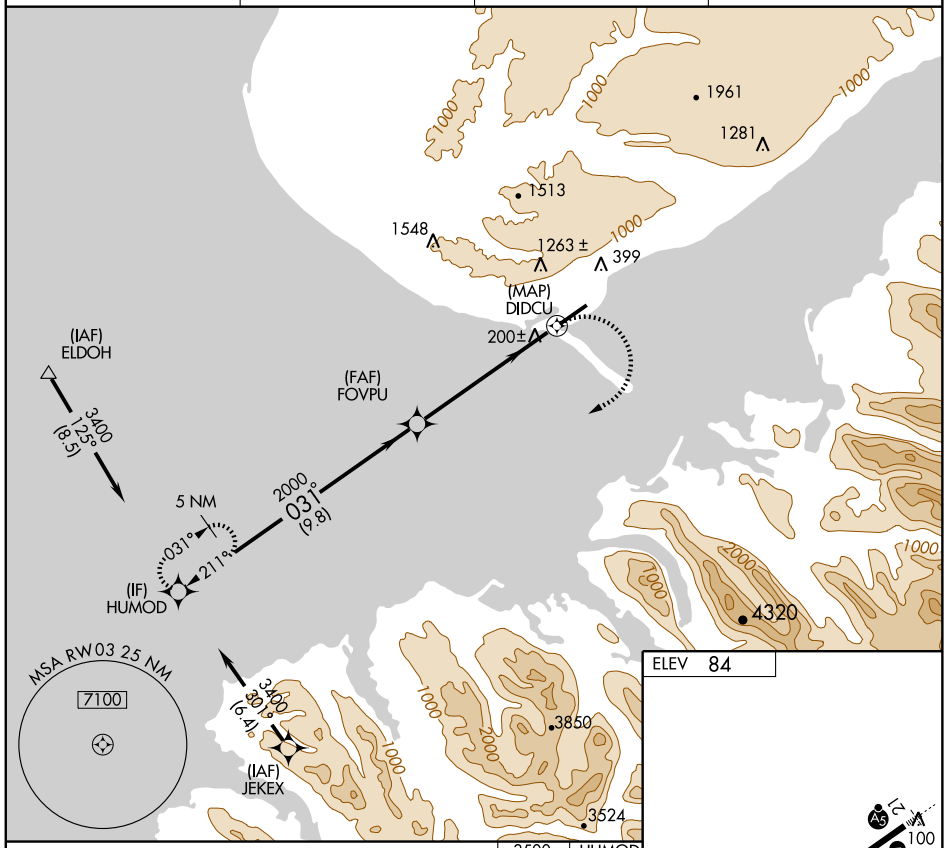
RNAV (GPS) Y RWY 3
HOMER (HOM) (PAHO)

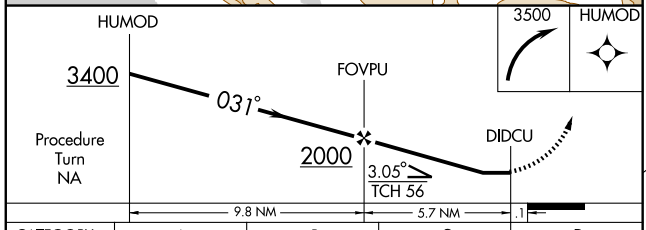
Circling not authorized northwest of Rwy 3-21. Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

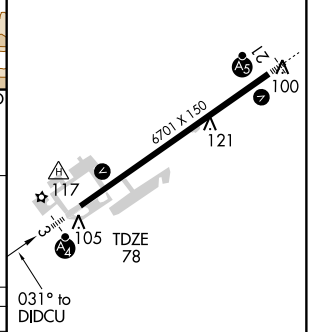
MALSF

MISSED APPROACH: Climbing right turn to 3500 direct HUMOD and hold.

ATIS	ANCHORAGE CENTER	HOMER RADIO	UNICOM
135.65	125.9 270.3	123.6 (CTAF) L	122.7 123.0 123.05







CATEGORY	A	B	C	D
LNAV MDA	540-1 462 (500-1)		540-1½ 462 (500-1½)	
CIRCLING	540-1 456 (500-1)		540-1½ 456 (500-1½)	640-2 556 (600-2)

HIRL Rwy 3-21 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	6701
218°	TDZE	84
	Apt Elev	84

RNAV (GPS) Y RWY 21

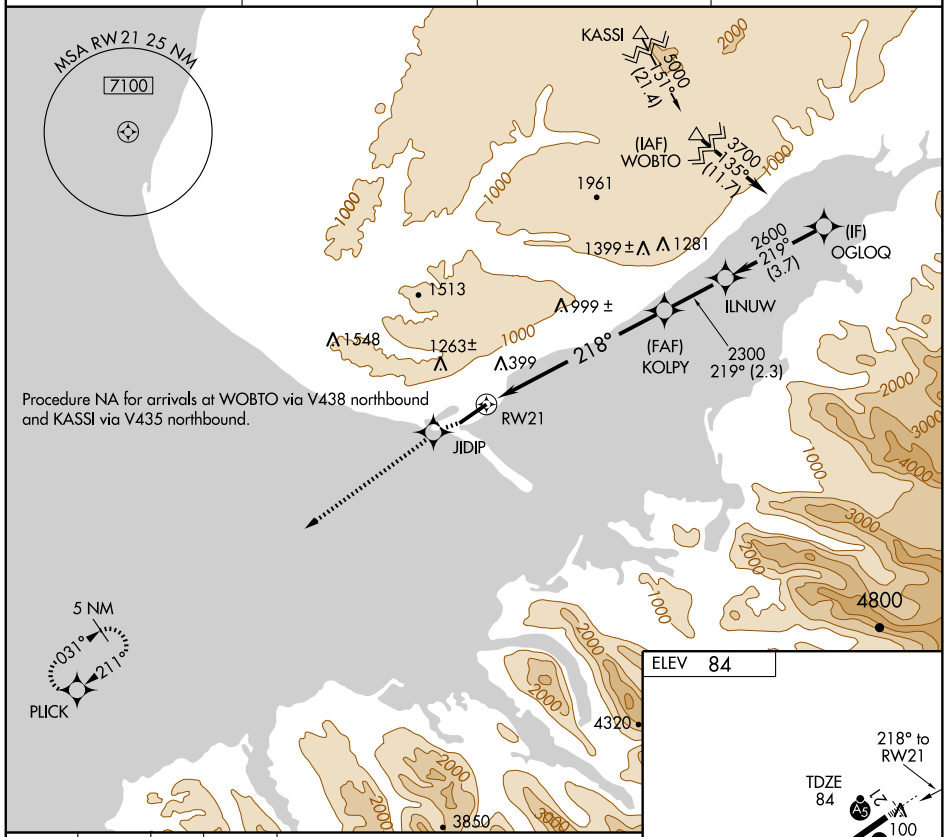
HOMER (HOM) (PAHO)

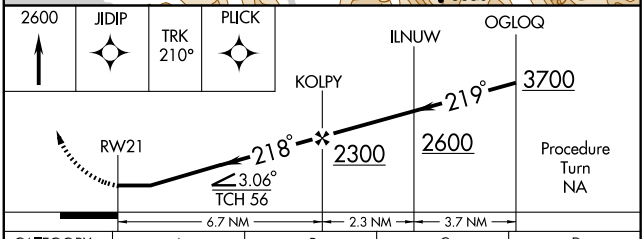
Inoperative table does not apply to Cat A. For inoperative MALSR, increase LNAV MDA Cat B visibilty to 1½ mile. Circling not authorized Northwest of Rwy 3-21. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

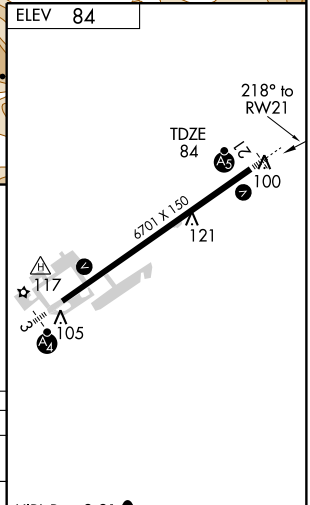
MISSED APPROACH: Climb to 2600 direct JIDIP and via 210° track to PLICK and hold.

ATIS	ANCHORAGE CENTER	HOMER RADIO	UNICOM
135.65	125.9 270.3	123.6 (CTAF) L	122.7 123.0 123.05





CATEGORY	A	B	C	D
LNAV MDA	1200-1¼ 1116 (1200-1¼)		1200-2½ 1116 (1200-2½)	
CIRCLING	1200-1¼ 1116 (1200-1¼)	1200-1½ 1116 (1200-1½)	1200-3 1116 (1200-3)	



HIRL Rwy 3-21 L

AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6701
CH 86302	031°	TDZE	78
W03A		Apt Elev	84

RNAV (GPS) Z RWY 3

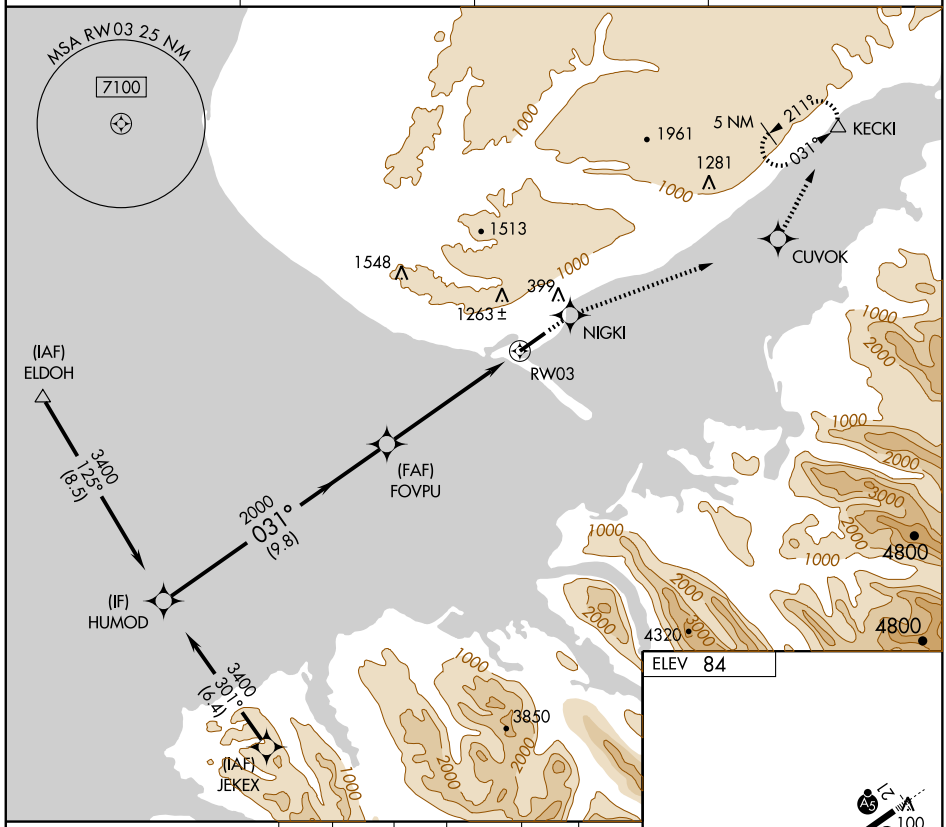
HOMER (HOM) (PAHO)

T Inoperative table does not apply.
W DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 3400 direct NIGKI and via 046° track to CUVOK and 004° track to KECKI and hold.

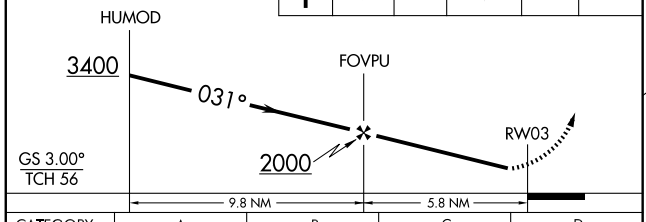
ATIS	ANCHORAGE CENTER	HOMER RADIO	UNICOM
135.65	125.9 270.3	123.6 (CTAF) L	122.7 123.0 123.05



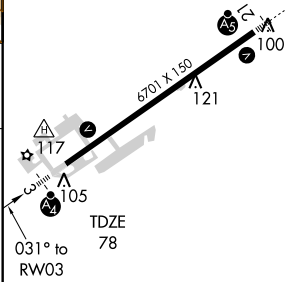
ELEV 84

3400	NIGKI	TRK 046°	CUVOK	TRK 004°	KECKI

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	333-1	255 (300-1)		



HIRL Rwy 3-21 L

AK. 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6701
CH 82402	211°	TDZE	84
W21A		Apt Elev	84

RNAV (GPS) Z RWY 21

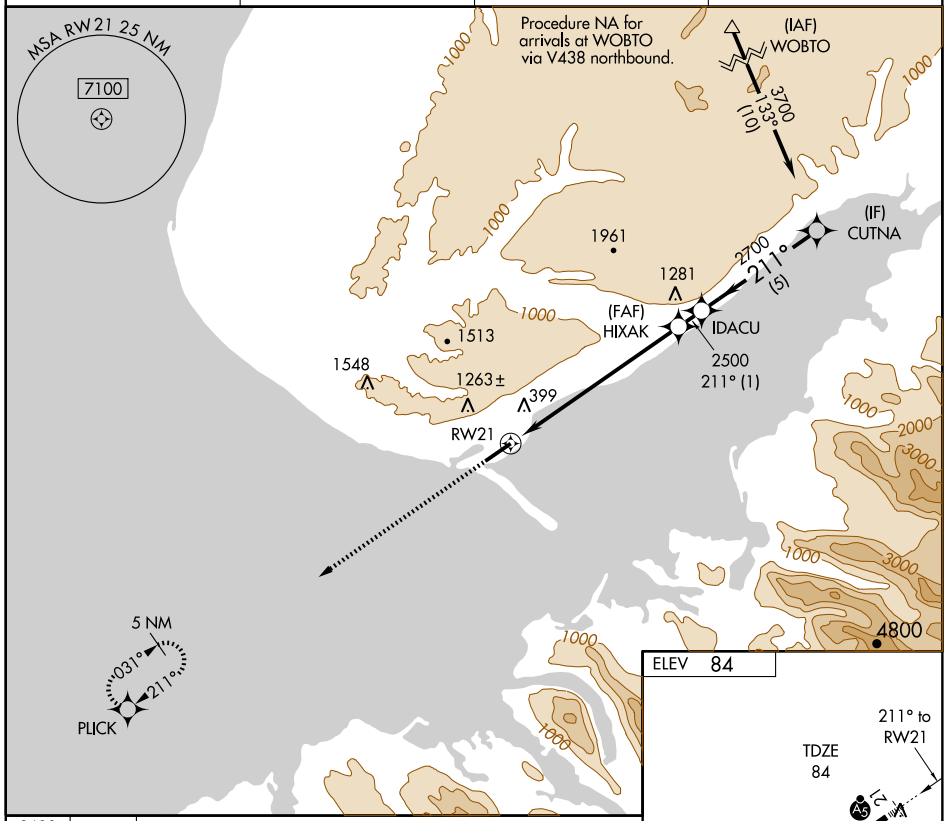
HOMER (HOM) (PAHO)

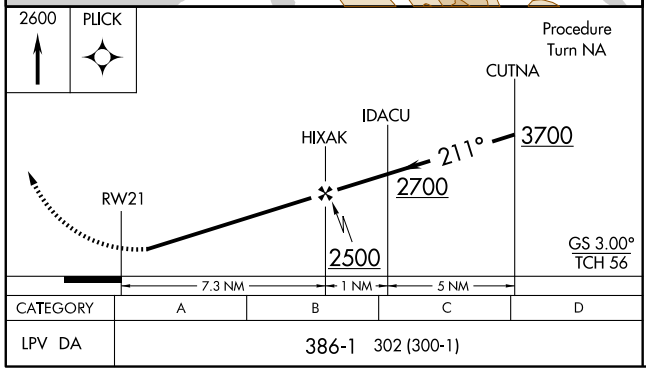
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

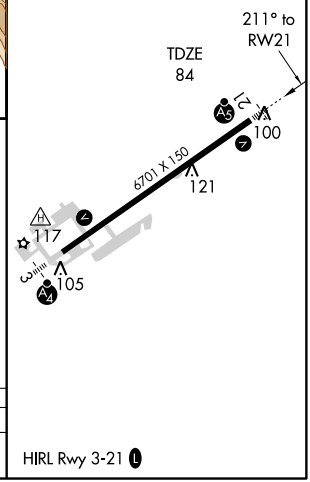
MALSR

MISSED APPROACH: Climb to 2600 direct PLICK and hold.

ATIS	ANCHORAGE CENTER	HOMER RADIO	UNICOM
135.65	125.9 270.3	123.6 (CTAF) L	122.7 123.0 123.05







CATEGORY	A	B	C	D
LPV DA	386-1 302 (300-1)			

HIRL Rwy 3-21 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3300
136°	TDZE	13
	Apt Elev	13

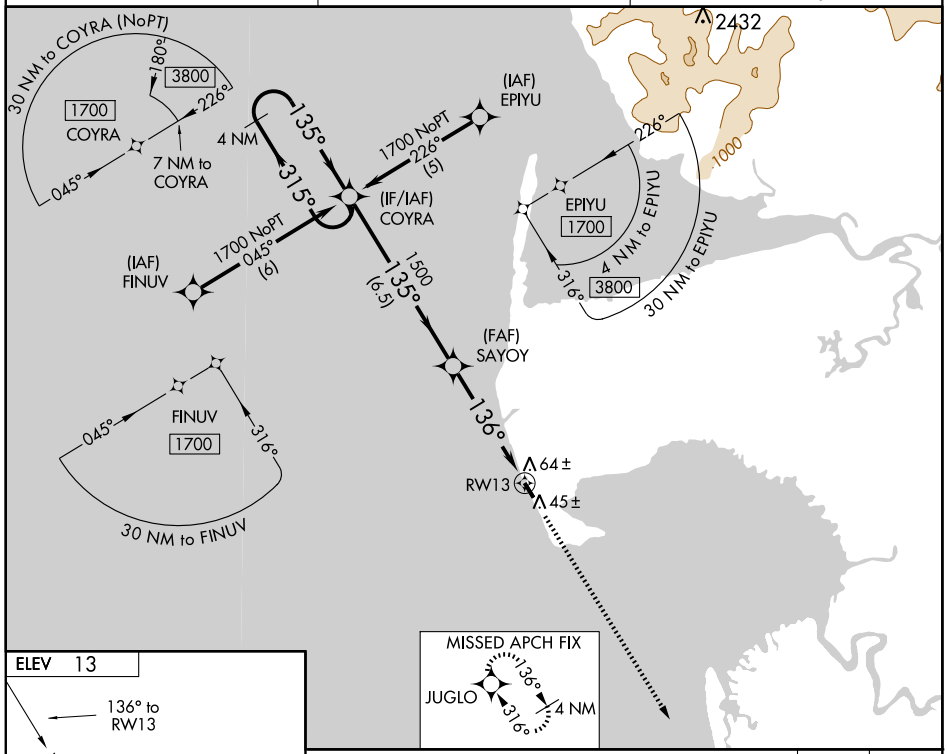
RNAV (GPS) RWY 13

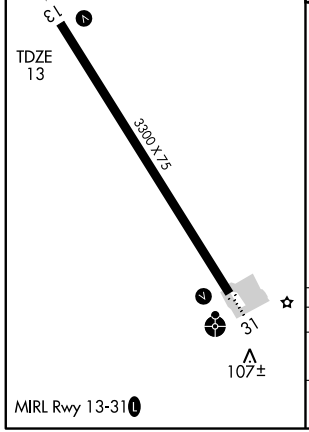
HOOPER BAY (HPB) (PAHP)

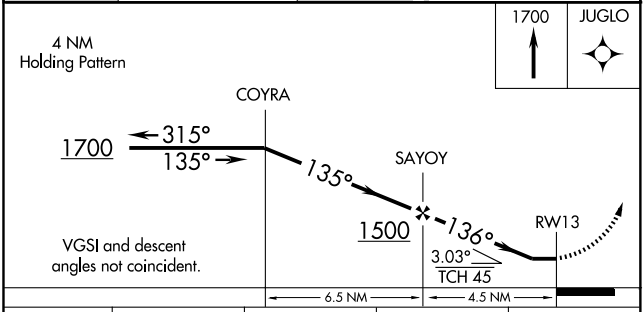
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 direct JUGLO and hold.

AWOS-3	KENAI RADIO	CTAF
135.1	122.4	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	380-1 367 (400-1)			380-1¼ 367 (400-1¼)
CIRCLING	420-1 407 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3300
316°	TDZE	13
	Apt Elev	13

RNAV (GPS) RWY 31

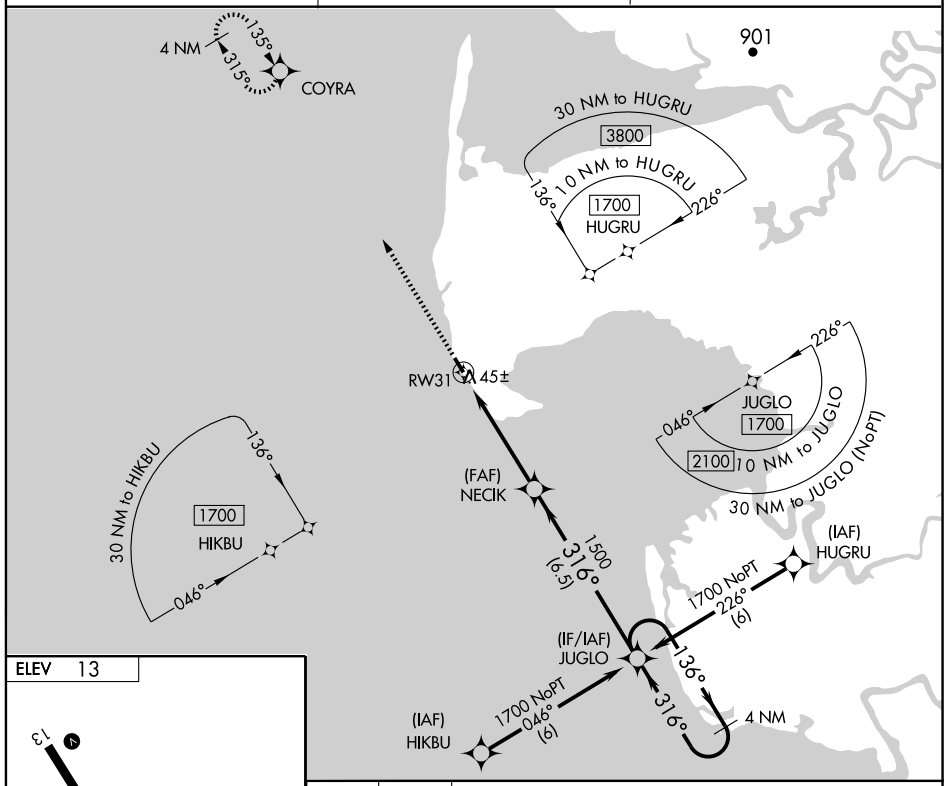
HOOPER BAY (HPB) (PAHP)

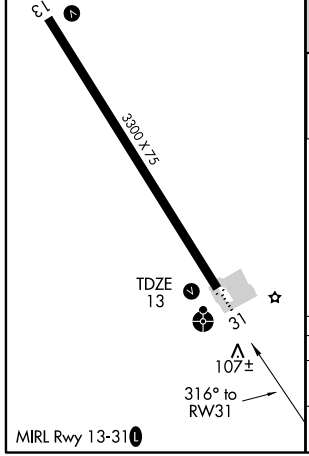
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDA 60 feet and Cats C/D visibility ¼ mile. Visibility reduction by helicopters NA. Inoperative table does not apply.

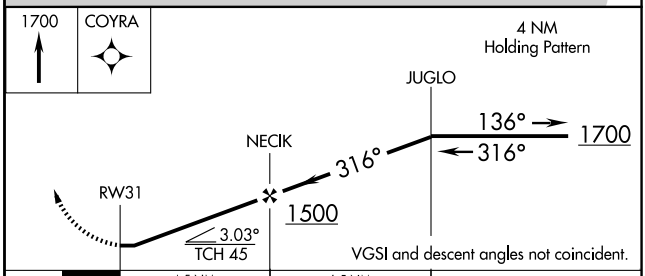
ODALS

MISSED APPROACH: Climb to 1700 direct COYRA and hold.

AWOS-3	KENAI RADIO	CTAF
135.1	122.4	123.0 (L)







CATEGORY	A	B	C	D
LNAV MDA	380-1 367 (400-1)			380-1¼ 367 (400-1¼)
CIRCLING	420-1 407 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

VOR/DME HPB	APP CRS	Rwy Idg	3300
115.2	313°	TDZE	13
Chan 99		Apt Elev	13

VOR/DME RWY 31

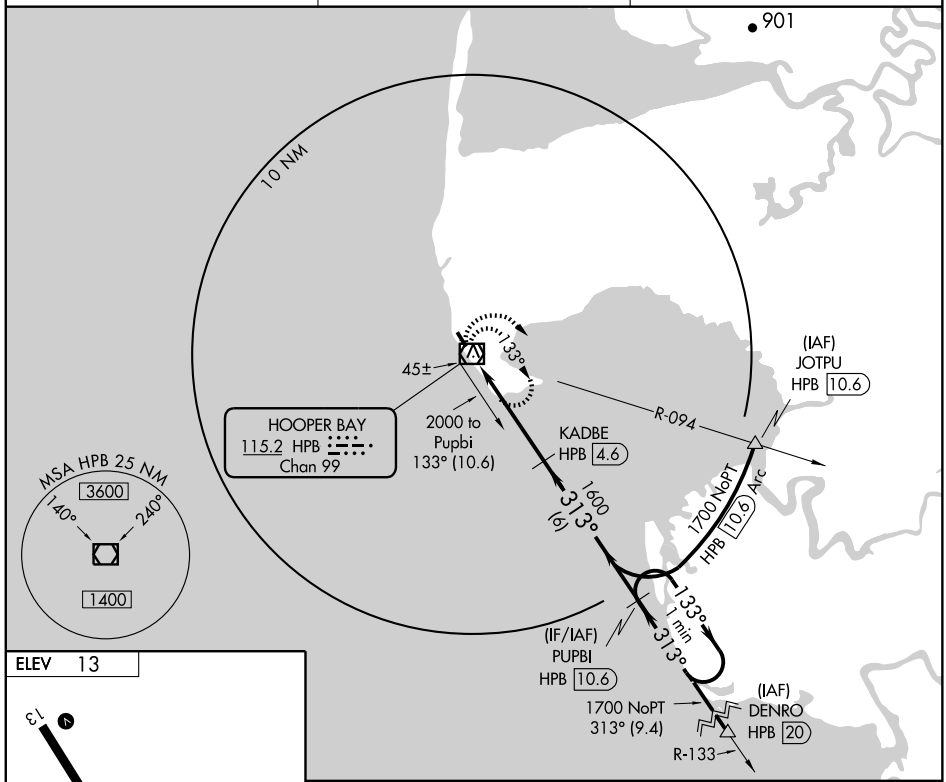
HOOPER BAY (HPB) (PAHP)

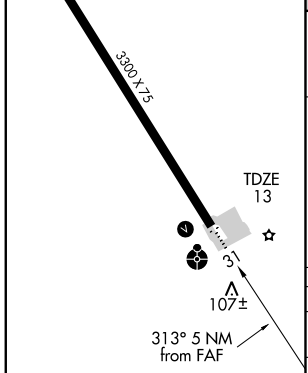
When local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDA 60 feet and S-31 Cats C/D visibility ¼ mile. Inoperative table does not apply. Visibility reduction by helicopters NA.

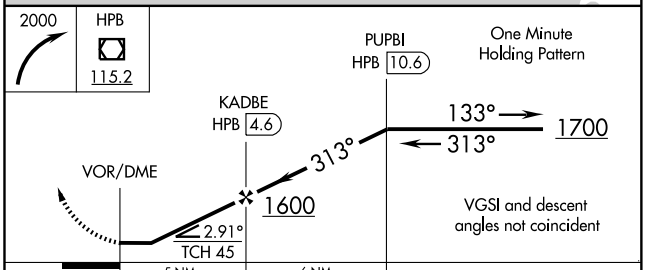
ODALS

MISSED APPROACH: Climbing right turn to 2000 in HPB VOR/DME holding pattern.

AWOS-3	KENAI RADIO	CTAF
135.1	122.4	123.0 L







CATEGORY	A	B	C	D
S-31	380-1 367 (400-1)			380-1¼ 367 (400-1¼)
CIRCLING	420-1 407 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

HUSLIA, ALASKA

AL-9273 (FAA)

RNAV (GPS) RWY 3

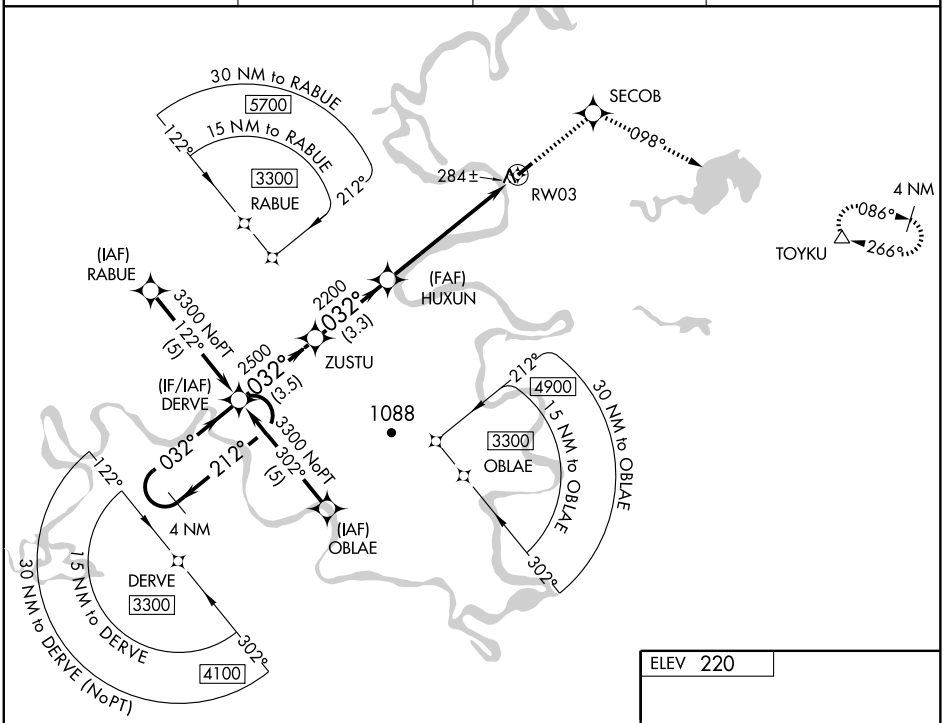
HUSLIA (HLA)(PAHL)

WAAS	APP CRS	Rwy Idg	4000
CH 42608	032°	TDZE	220
W03A		Apt Elev	220

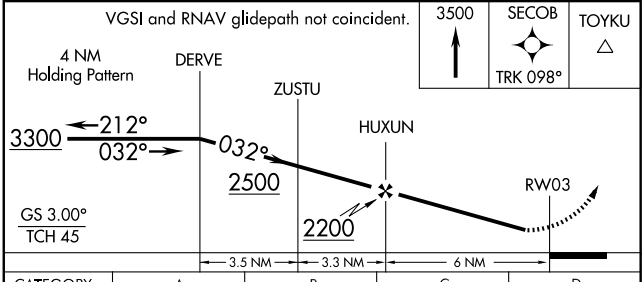
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct SECOB and via 098° track to TOYKU and hold, continue climb-in-hold to 3500.

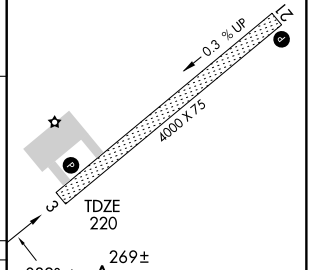
AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	UNICOM
135.75	127.0 290.2	122.4	122.8 (CTAF) L



VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	525-1 305 (400-1)			
LNAV/VNAV DA	567-1¼ 347 (400-1¼)			
LNAV MDA	540-1 320 (400-1)			
CIRCLING	600-1 380 (400-1)	680-1 460 (500-1)	680-1½ 460 (500-1½)	780-2 560 (600-2)



REIL Rwy 3 and 21 L

MIRL Rwy 3-21 L

AK, 17 DEC 2009 to 11 FEB 2010

WAAS CH 61108 W21A	APP CRS 212°	Rwy Idg 4000 TDZE 217 Apt Elev 220

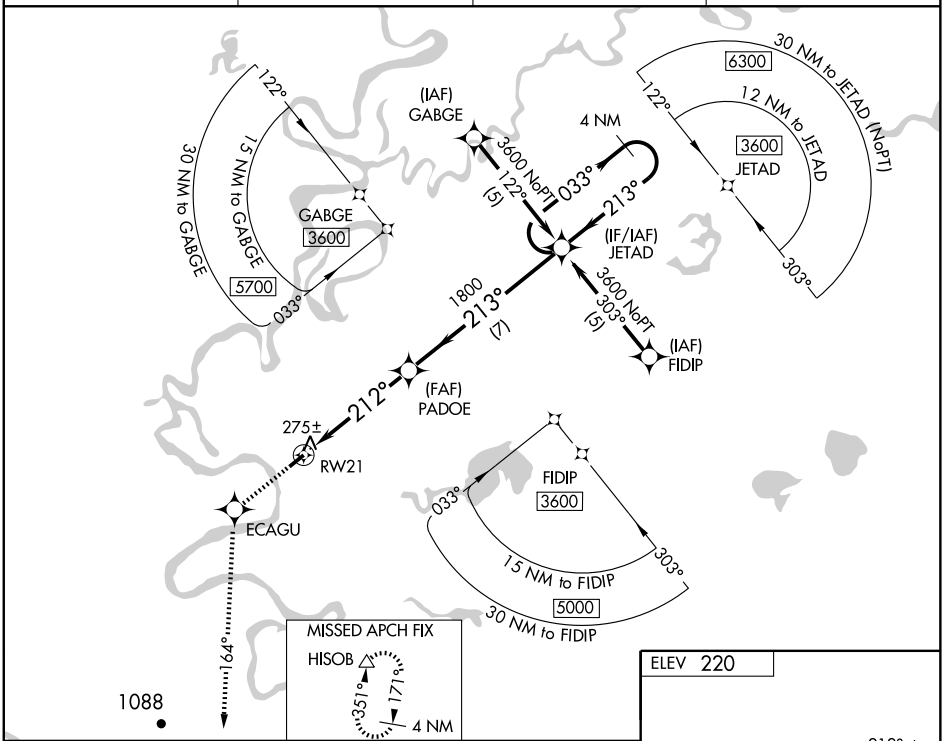
RNAV (GPS) RWY 21

HUSLIA (HLA)(PAHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

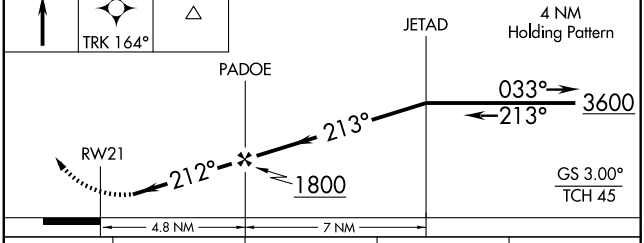
MISSED APPROACH: Climb to 3000 direct ECAGU and via 164° track to HISOB and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	UNICOM
135.75	127.0 290.2	122.4	122.8 (CTAF) L



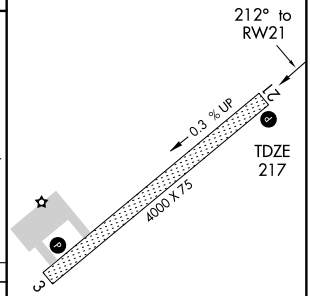
3000 | ECAGU TRK 164° | HISOB

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA		517-1 300 (300-1)		
LNAV/ VNAV DA		549-1¼ 332 (400-1¼)		
LNAV MDA		540-1 323 (400-1)		
CIRCLING	600-1 380 (400-1)	680-1 460 (500-1)	680-1½ 460 (500-1½)	780-2 560 (600-2)

ELEV 220



REIL Rwy 3 and 21 L

MIRL Rwy 3-21 L

AK, 17 DEC 2009 to 11 FEB 2010

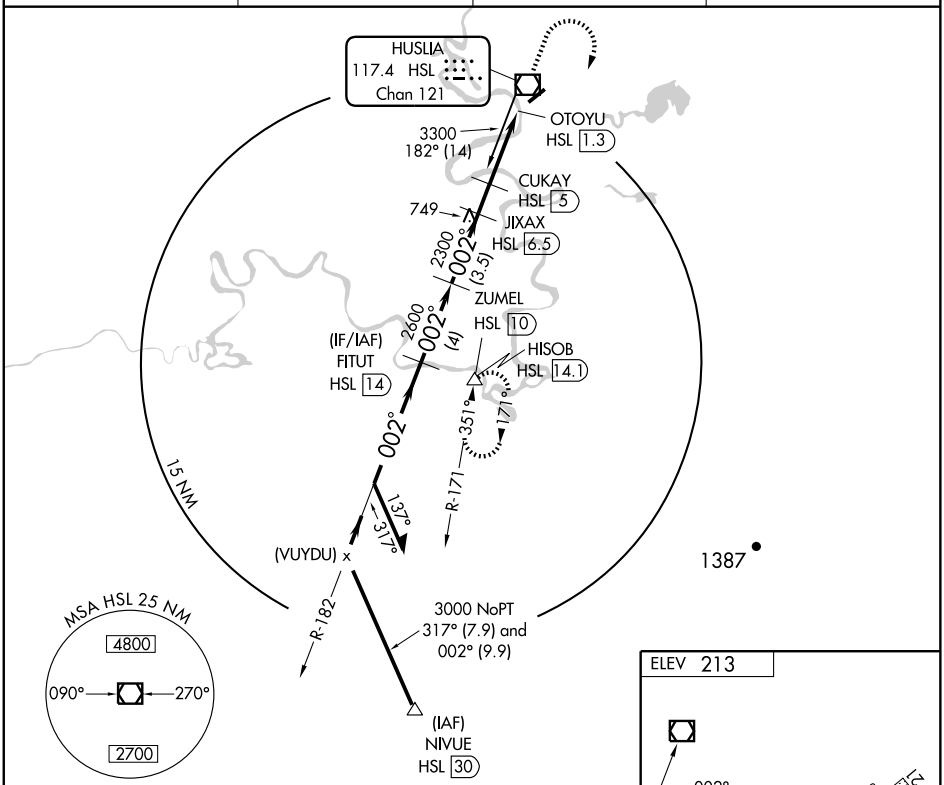
VOR/DME HSL	APP CRS	Rwy Idg	4000
117.4	002°	TDZE	213
Chan 121		Apt Elev	213

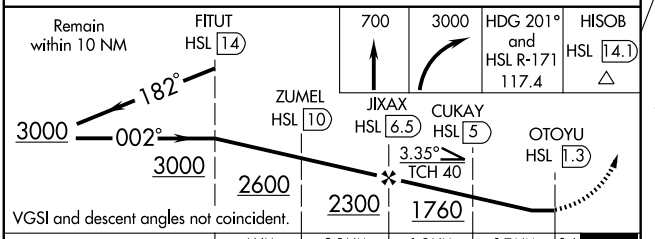
VOR/DME RWY 3

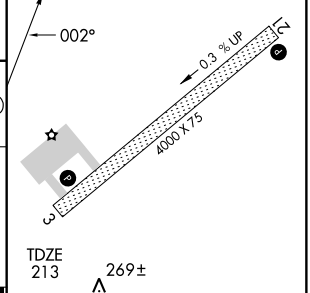
HUSLIA (HLA) (PAHL)

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 via heading 201° and HSL R-171 to HISOB/14.1 DME and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	UNICOM
135.75	127.0 290.2	122.40	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	520-1 307 (400-1)			
CIRCLING	580-1 367 (400-1)	680-1 467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)

REIL Rwy 3 and 21 L
MIRL Rwy 3-21 L

AK, 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 5

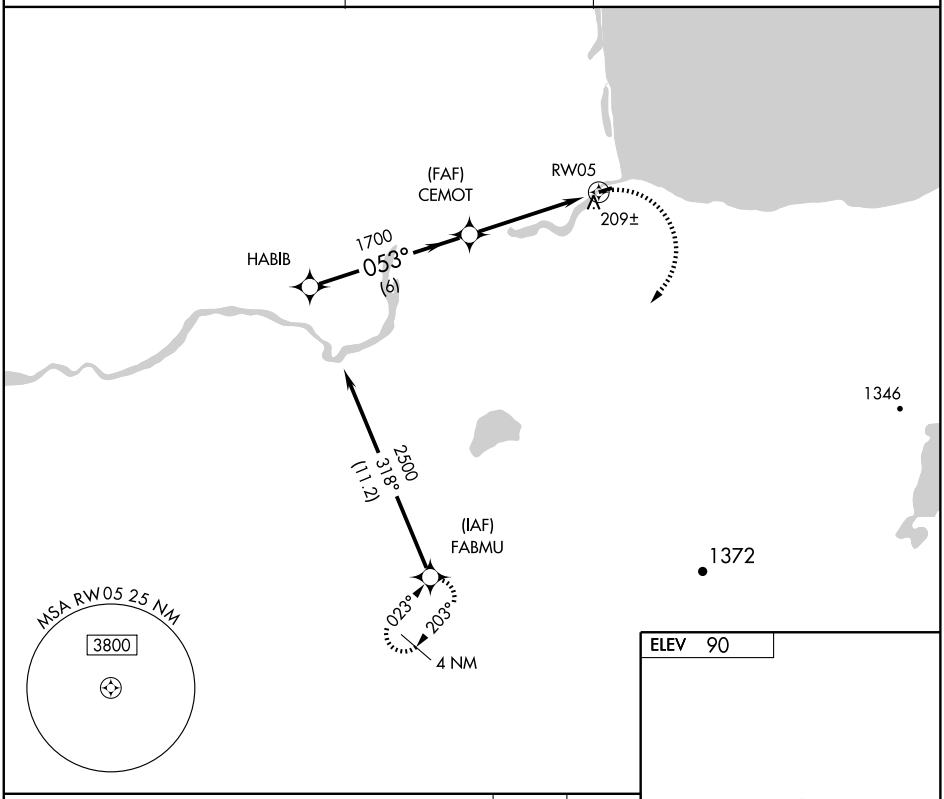
IGIUGIG (IGG)(PAIG)

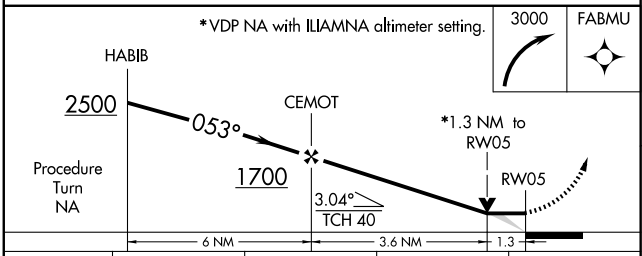
APP CRS	Rwy Idg	3000
053°	TDZE	90
	Apt Elev	90

DME/DME RNP -0.3 NA. If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

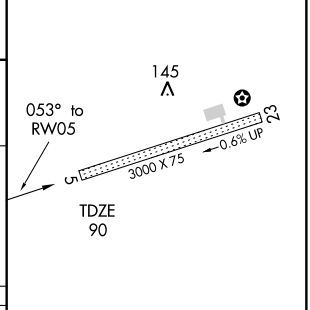
MISSED APPROACH: Climbing right turn to 3000 direct FABMU and hold.

ASOS	ANCHORAGE CENTER	CTAF
119.925	118.8	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	460-1	370 (400-1)	NA	
CIRCLING	520-1 430 (500-1)	540-1 450 (500-1)	NA	



MIRL Rwy 5-23 (L)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3000
233°	TDZE	90
	Apt Elev	90

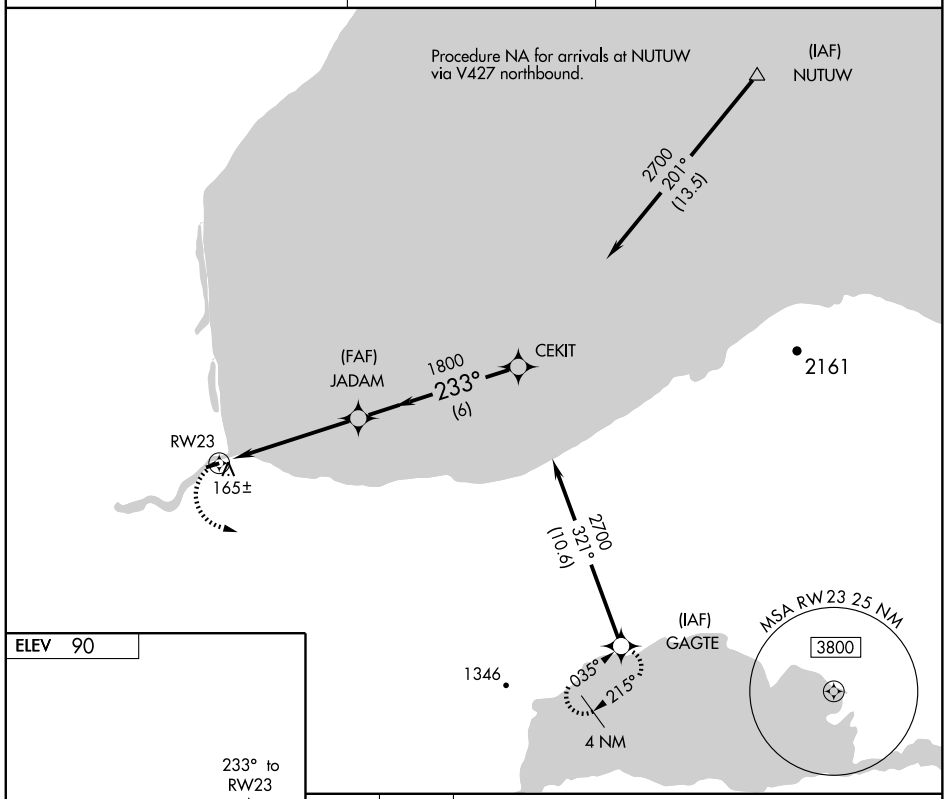
RNAV (GPS) RWY 23

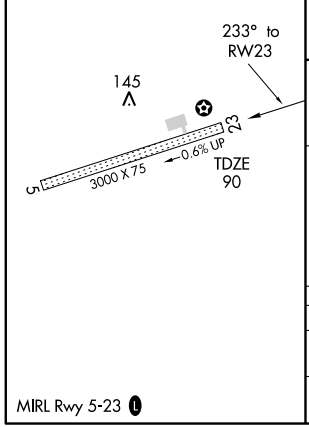
IGIUGIG (IGG)(PAIG)

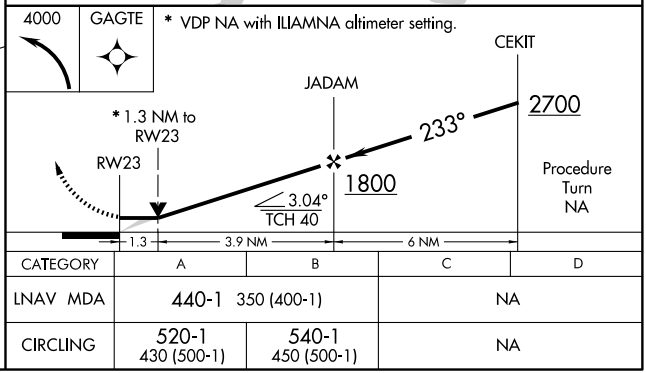
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 4000 direct GAGTE and hold.

ASOS	ANCHORAGE CENTER	CTAF
119.925	118.8	122.9 (L)







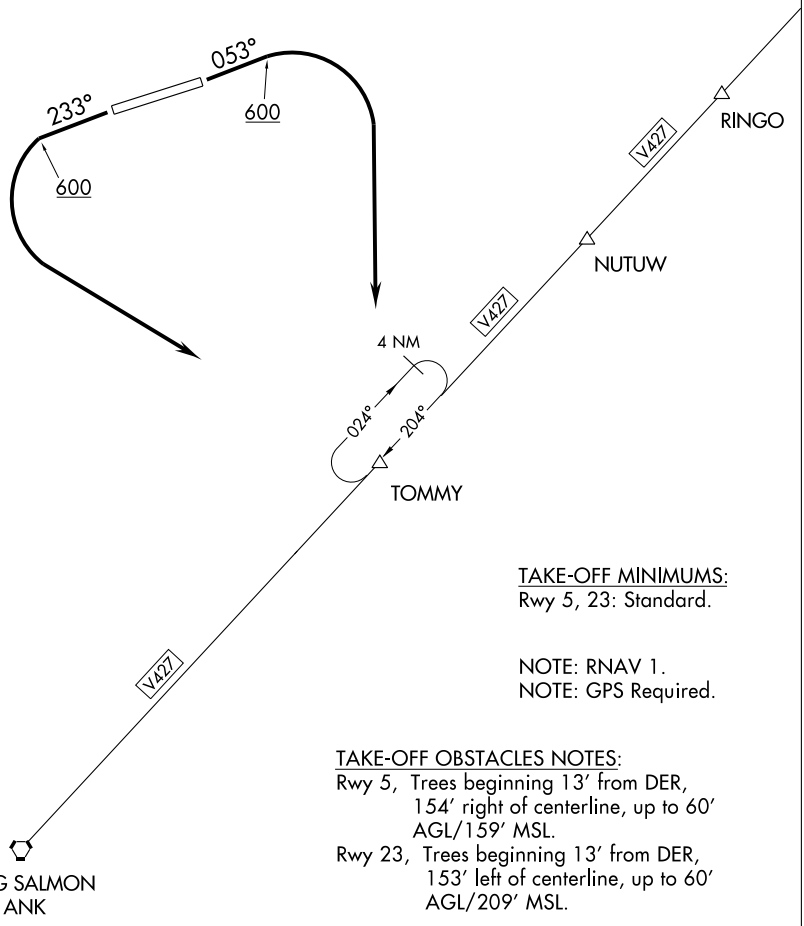
CATEGORY	A	B	C	D
LNAV MDA	440-1 350 (400-1)		NA	
CIRCLING	520-1 430 (500-1)	540-1 450 (500-1)	NA	

MIRL Rwy 5-23 (L)

AK. 17 DEC 2009 to 11 FEB 2010

TOMMY ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
118.8
CTAF 122.9
ASOS
119.925



TAKE-OFF MINIMUMS:
Rwy 5, 23: Standard.

NOTE: RNAV 1.
NOTE: GPS Required.

TAKE-OFF OBSTACLES NOTES:
Rwy 5, Trees beginning 13′ from DER, 154′ right of centerline, up to 60′ AGL/159′ MSL.
Rwy 23, Trees beginning 13′ from DER, 153′ left of centerline, up to 60′ AGL/209′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 053° to 600, then right turn direct TOMMY, thence. . . .
TAKE-OFF RWY 23: Climb heading 233° to 600, then left turn direct TOMMY, thence. . . .

. . . .Climb in TOMMY holding pattern to cross at or above MEA for route of flight, before proceeding on course.

NDB/DME ILI 411 Chan 91 (114.4)	APP CRS 003°	Rwy Idg 4800 TDZE 179 Apt Elev 192

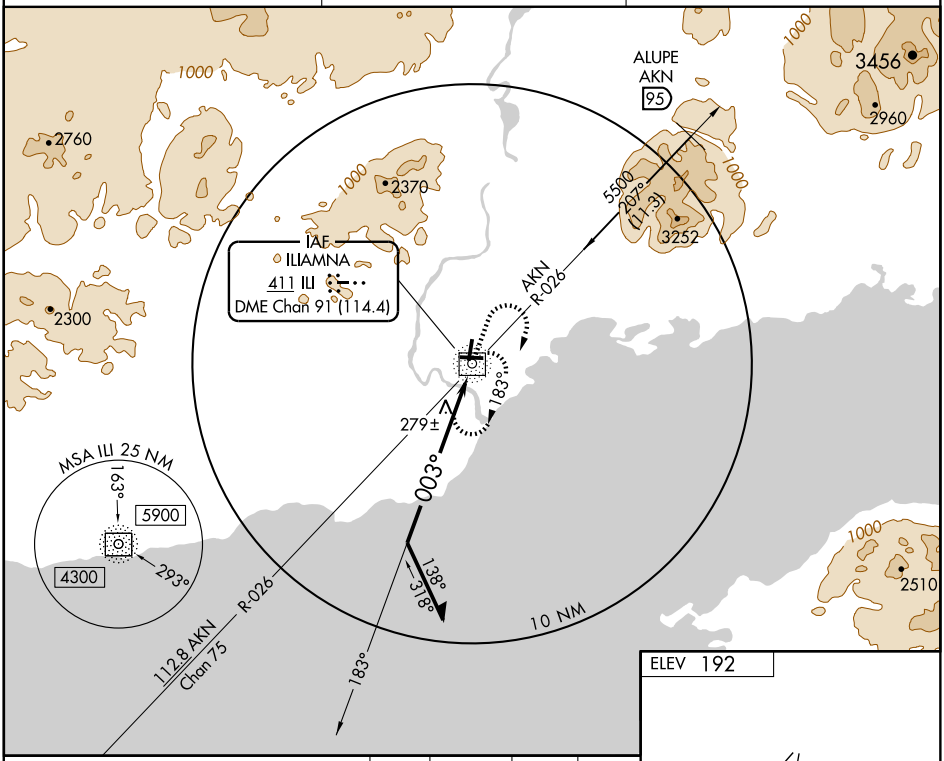
NDB RWY 35

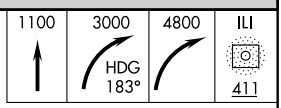
ILIAMNA (ILI) (PAIL)

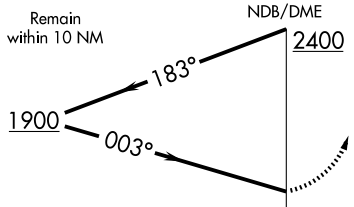
Visibility reduction by helicopters NA.

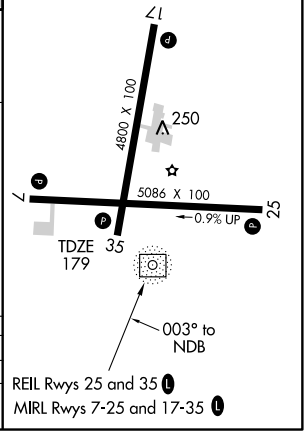
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 183° then climbing right turn to 4800 direct ILI NDB/DME and hold, continue climb-in-hold to 4800.

ATIS	ANCHORAGE CENTER	ILIAMNA RADIO
134.95	118.8	123.6 (CTAF) L









REIL Rwys 25 and 35 L

MIRL Rwys 7-25 and 17-35 L

CATEGORY	A	B	C	D
S-35	680-1	501 (500-1)	680-1½	501 (500-1½)
CIRCLING	680-1	488 (500-1)	700-1½ 508 (600-1½)	780-2 588 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	5086
075°	TDZE	192
	Apt Elev	192

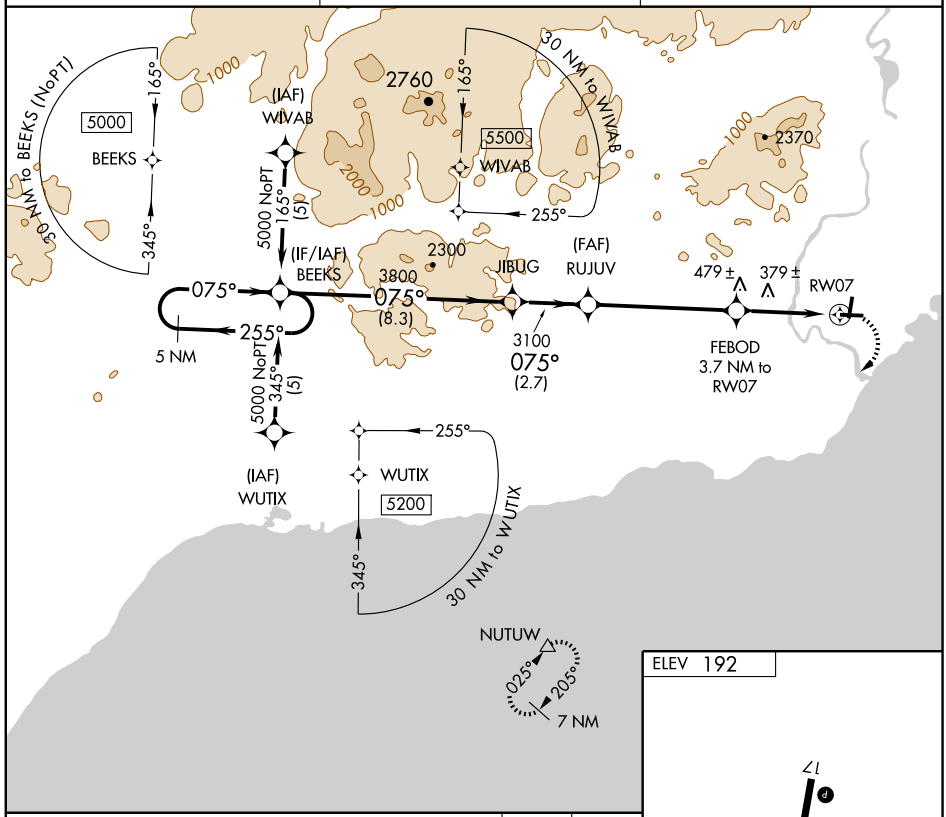
RNAV (GPS) RWY 7

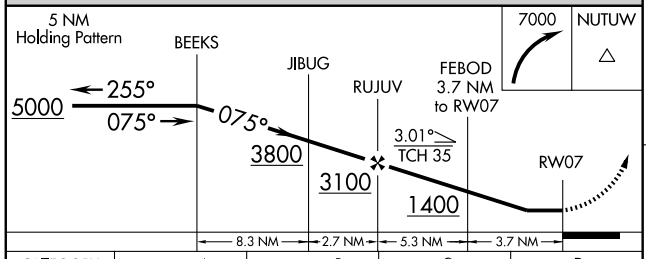
ILIAMNA (ILI) (PAIL)

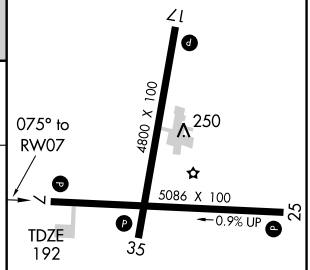
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 7000 direct NUTUW and hold, continue climb-in-hold 7000.

ATIS	ANCHORAGE CENTER	ILIAMNA RADIO
134.95	118.8	123.6 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	680-1 488 (500-1)		680-1¼ 488 (500-1¼)	680-1½ 488 (500-1½)
CIRCLING	680-1 488 (500-1)		700-1½ 508 (600-1½)	780-2 588 (600-2)

REIL Rwys 25 and 35 L
MIRL Rwys 7-25 and 17-35 L

AK, 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 17

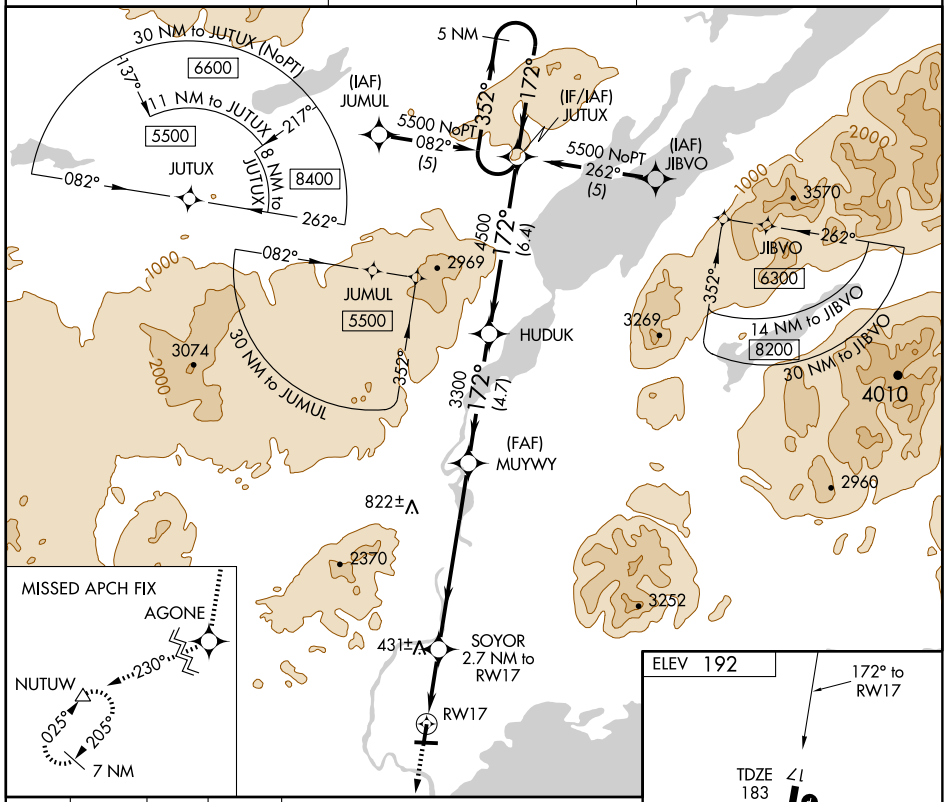
ILIAMNA (ILI) (PAIL)

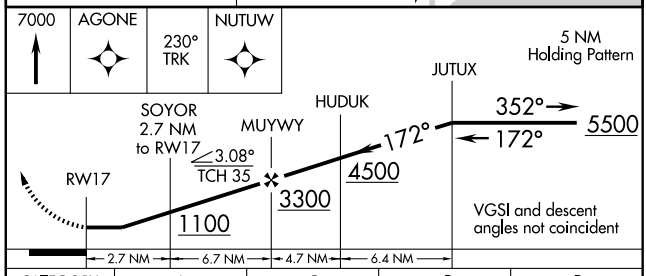
APP CRS	Rwy Idg	4800
172°	TDZE	183
	Apt Elev	192

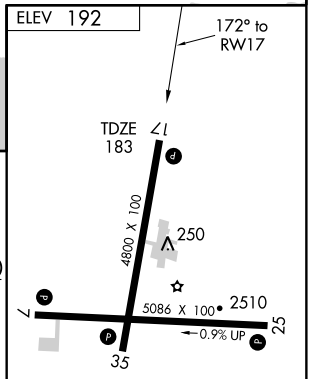
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 7000 direct AGONE and via 230° track to NUTUW and hold, continue climb-in-hold to 7000.

ATIS	ANCHORAGE CENTER	ILIAMNA RADIO
134.95	118.8	123.6 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1 517 (600-1)		700-1½ 517 (600-1½)	700-1¾ 517 (600-1¾)
CIRCLING	700-1 508 (600-1)		700-1½ 508 (600-1½)	780-2 588 (600-2)

REIL Rwys 25 and 35 L
MIRL Rwys 7-25 and 17-35 L

AK, 17 DEC 2009 to 11 FEB 2010

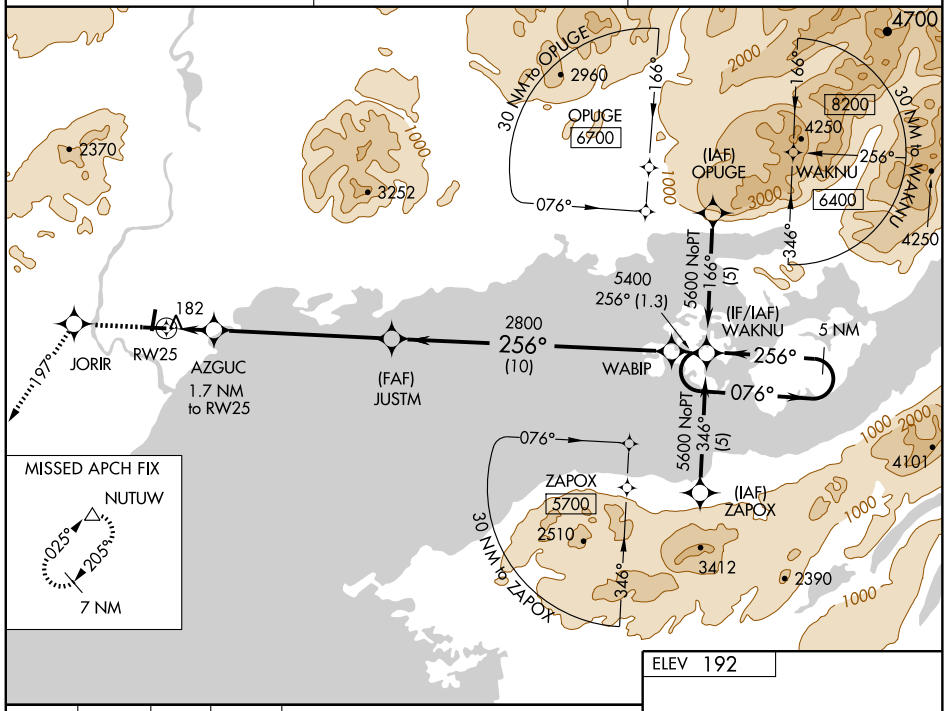
WAAS CH **45910** **W25A**	APP CRS **256°**	Rwy Idg **5086** TDZE **174** Apt Elev **192**

RNAV (GPS) RWY 25
ILIAMNA (ILI) (PAIL)

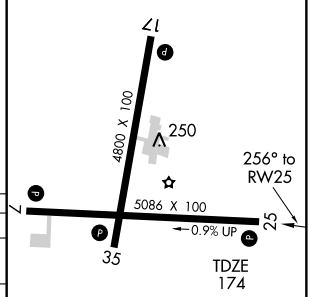
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13° F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 7000 direct JORIR and via 197° track to NUTUW and hold, continue climb-in-hold to 7000.

ATIS	ANCHORAGE CENTER	ILIAMNA RADIO
134.95	**118.8**	**123.6** (CTAF) L



CATEGORY	A	B	C	D
LPV DA	424-1 250 (300-1)			
LNAV/VNAV DA	441-1 267 (300-1)			
LNAV MDA	480-1 306 (300-1)			
CIRCLING	680-1 488 (500-1)		700-1½ 508 (600-1½)	780-2 588 (600-2)



REIL Rwys 25 and 35 L
MIRL Rwys 7-25 and 17-35 L

AK, 17 DEC 2009 to 11 FEB 2010

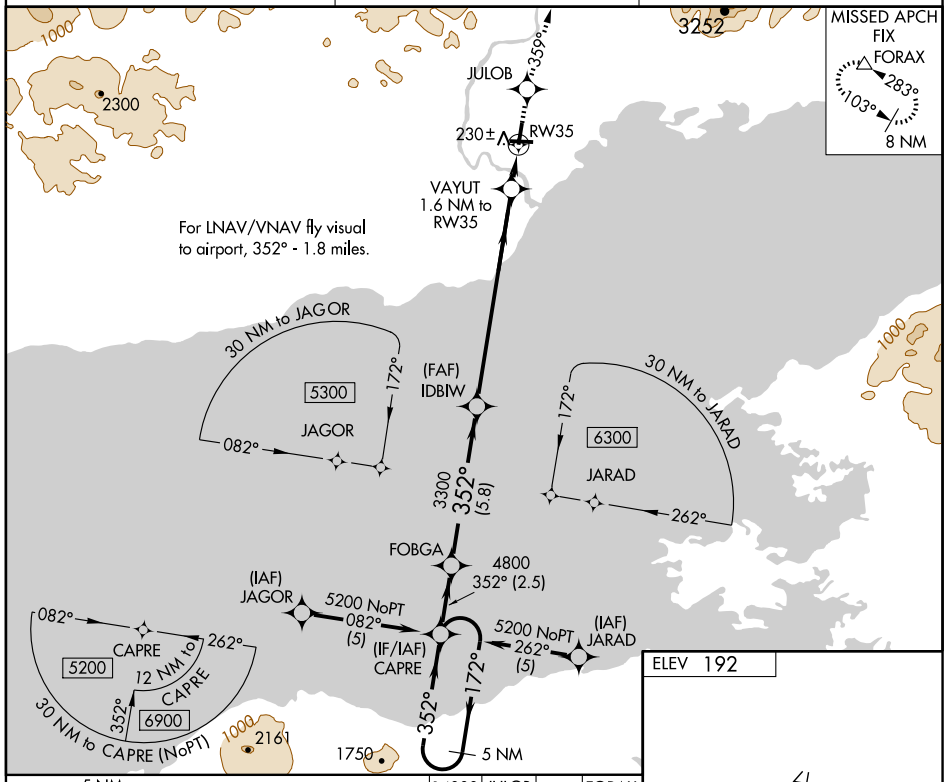
WAAS	APP CRS	Rwy Idg	4800
CH 82110	352°	TDZE	179
W35A		Apt Elev	192

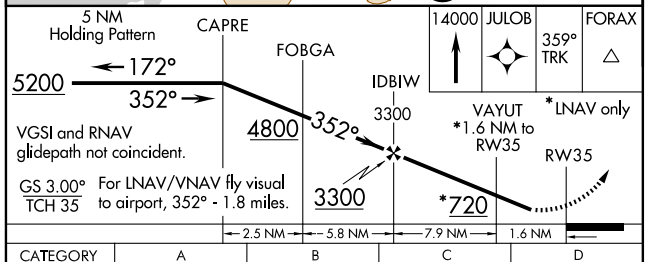
RNAV (GPS) RWY 35
ILIAMNA (ILI) (PAIL)

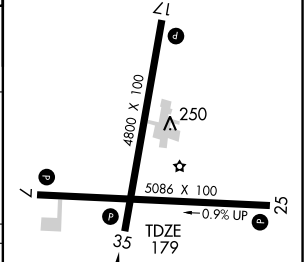
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 14000 direct JULOB and via 359° track to FORAX and hold, continue climb-in-hold to 14000.

ATIS	ANCHORAGE CENTER	ILIAMNA RADIO
134.95	118.8	123.6 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	429-1 250 (300-1)			
LNAV/VNAV DA	790-2 611 (600-1)			
LNAV MDA	540-1 361 (400-1)			540-1¼ 361 (400-1¼)
CIRCLING	680-1 488 (500-1)		700-1½ 508 (600-1½)	780-2 588 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

09295

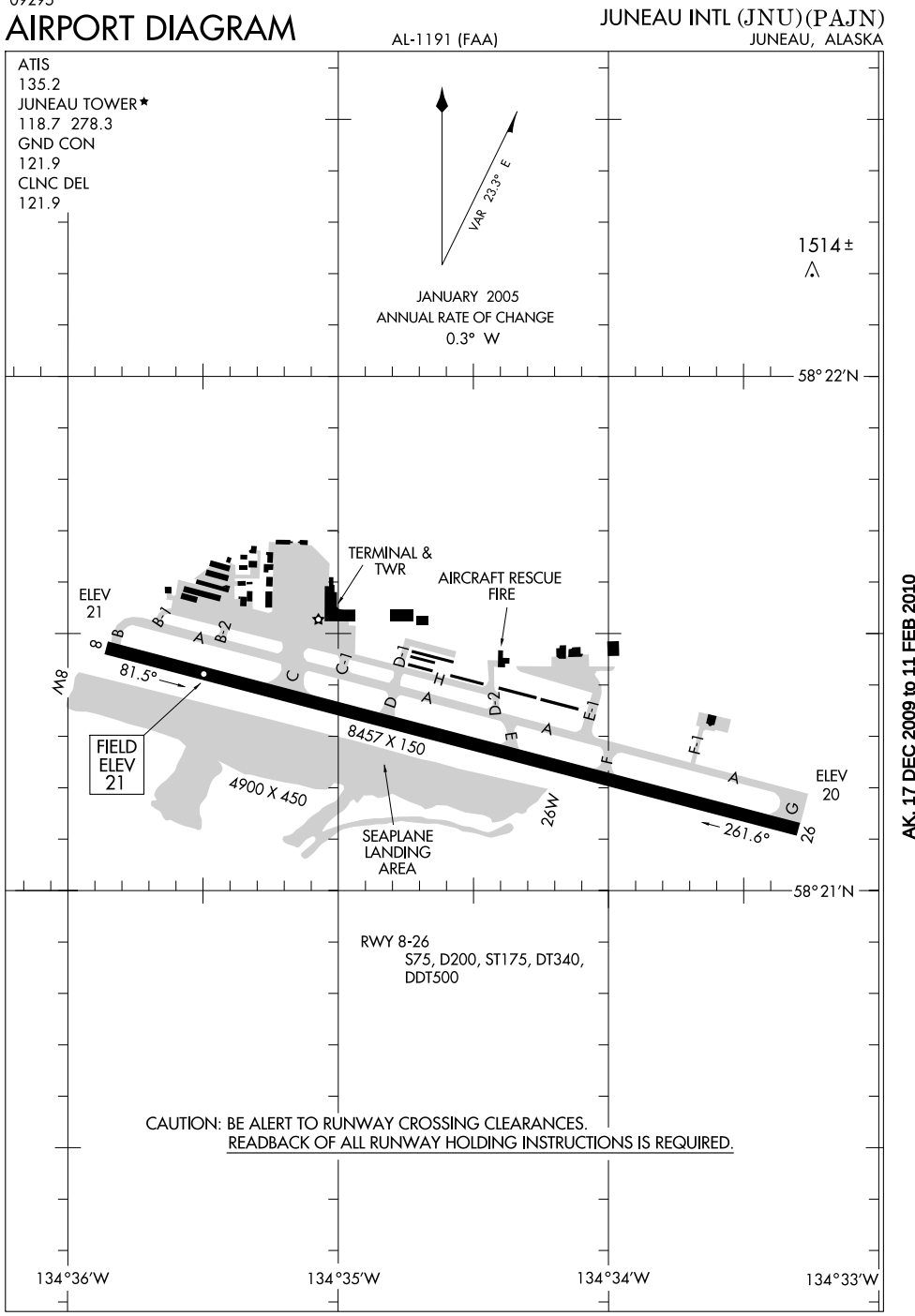
AIRPORT DIAGRAM

AL-1191 (FAA)

JUNEAU INTL (JNU)(PAJN)

JUNEAU, ALASKA

ATIS
135.2
JUNEAU TOWER★
118.7 278.3
GND CON
121.9
CLNC DEL
121.9



RWY 8-26
S75, D200, ST175, DT340,
DDT500

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

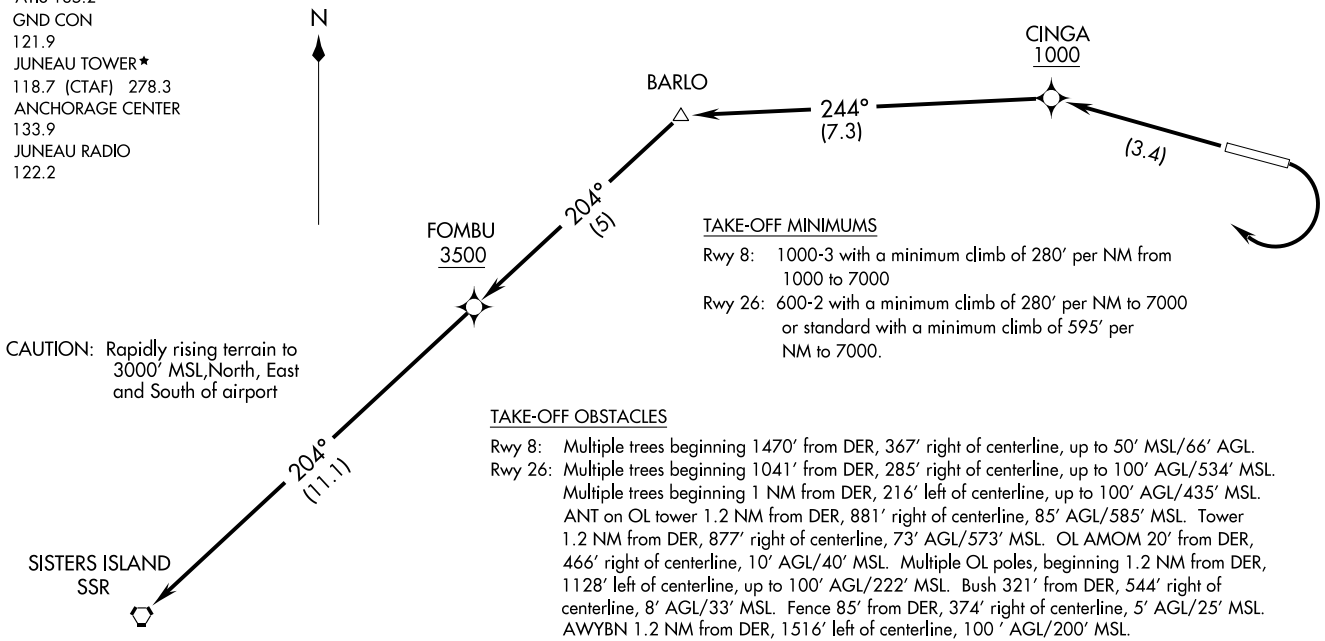
AK, 17 DEC 2009 to 11 FEB 2010

CINGA THREE DEPARTURE (RNAV) (OBSTACLE)

(CINGA3.CINGA) 08325 SL-1191 (FAA)

JUNEAU INTL (JNU)(PAJN)
JUNEAU, ALASKA

ATIS 135.2
GND CON
121.9
JUNEAU TOWER★
118.7 (CTAF) 278.3
ANCHORAGE CENTER
133.9
JUNEAU RADIO
122.2



CAUTION: Rapidly rising terrain to 3000′ MSL,North, East and South of airport

TAKE-OFF MINIMUMS

Rwy 8: 1000-3 with a minimum climb of 280′ per NM from 1000 to 7000

Rwy 26: 600-2 with a minimum climb of 280′ per NM to 7000 or standard with a minimum climb of 595′ per NM to 7000.

TAKE-OFF OBSTACLES

Rwy 8: Multiple trees beginning 1470′ from DER, 367′ right of centerline, up to 50′ MSL/66′ AGL.

Rwy 26: Multiple trees beginning 1041′ from DER, 285′ right of centerline, up to 100′ AGL/534′ MSL. Multiple trees beginning 1 NM from DER, 216′ left of centerline, up to 100′ AGL/435′ MSL. ANT on OL tower 1.2 NM from DER, 881′ right of centerline, 85′ AGL/585′ MSL. Tower 1.2 NM from DER, 877′ right of centerline, 73′ AGL/573′ MSL. OL AMOM 20′ from DER, 466′ right of centerline, 10′ AGL/40′ MSL. Multiple OL poles, beginning 1.2 NM from DER, 1128′ left of centerline, up to 100′ AGL/222′ MSL. Bush 321′ from DER, 544′ right of centerline, 8′ AGL/33′ MSL. Fence 85′ from DER, 374′ right of centerline, 5′ AGL/25′ MSL. AWYBN 1.2 NM from DER, 1516′ left of centerline, 100 ′ AGL/200′ MSL.

NOTE: Aircraft departing SSR VORTAC northwest bound on V428 require a minimum climb of 340 feet per NM to 8500.

NOTE: 1. GPS Required
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8: Turn right as soon as practical. Climb in visiual conditions direct CINGA (visual conditions must be maintained from takeoff until established over CINGA at or above 1000 MSL); cross CINGA at or above 1000 MSL, thence . . . .

TAKE-OFF RWY 26: Climb direct CINGA, thence . . . .

. . . . Then via 244° track to BARLO, then via 204° track to cross FOMBU at or above 3500′, then via 204° track to cross SSR VORTAC at or above MEA for direction of flight.

CUSHI FOUR DEPARTURE

SL-1191 (FAA)

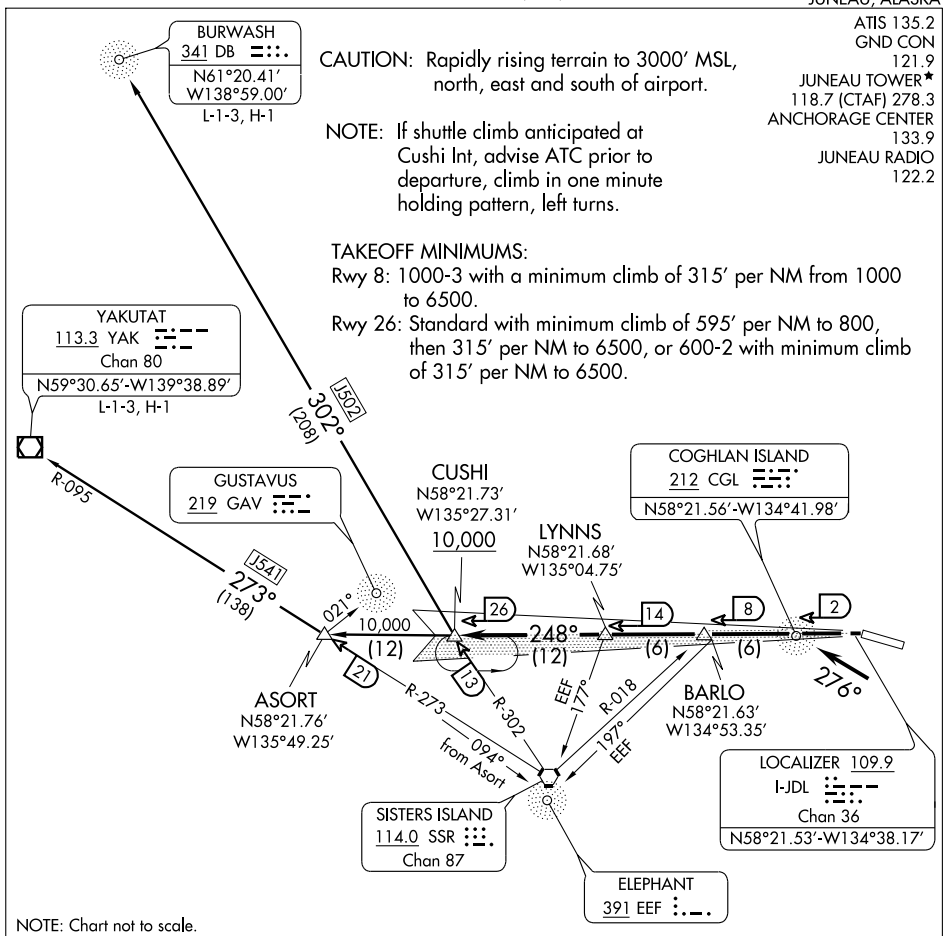
JUNEAU INTL (JNU) (PAJN)
JUNEAU, ALASKA

ATIS 135.2
GND CON 121.9
JUNEAU TOWER★ 118.7 (CTAF) 278.3
ANCHORAGE CENTER 133.9
JUNEAU RADIO 122.2

CAUTION: Rapidly rising terrain to 3000′ MSL, north, east and south of airport.

NOTE: If shuttle climb anticipated at Cushi Int, advise ATC prior to departure, climb in one minute holding pattern, left turns.

TAKEOFF MINIMUMS:
Rwy 8: 1000-3 with a minimum climb of 315′ per NM from 1000 to 6500.
Rwy 26: Standard with minimum climb of 595′ per NM to 800, then 315′ per NM to 6500, or 600-2 with minimum climb of 315′ per NM to 6500.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Turn right as soon as practical. Climb in visual conditions direct CGL NDB or heading 276° to I-JDL W course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL W course/2 DME at or above 1000 MSL); cross CGL NDB or I-JDL W course/2 DME at or above 1000 MSL, Thence . . . .

TAKE-OFF RUNWAY 26: Turn left heading 248° to CGL NDB or I-JDL W course/2 DME. Thence . . . .

. . . . then via I-JDL W course or 248° bearing from CGL NDB to cross CUSHI INT/I-JDL 26 DME at or above 10,000, Thence . . . . . via (transition).

BURWASH TRANSITION (CUSHI4.DB): From over CUSHI INT via J502 to DB NDB.

YAKUTAT TRANSITION (CUSHI4.YAK): From over CUSHI INT via CGL or I-JDL W course 248° bearing to ASORT INT, thence via J541 to YAK VORTAC.

TAKEOFF OBSTACLES

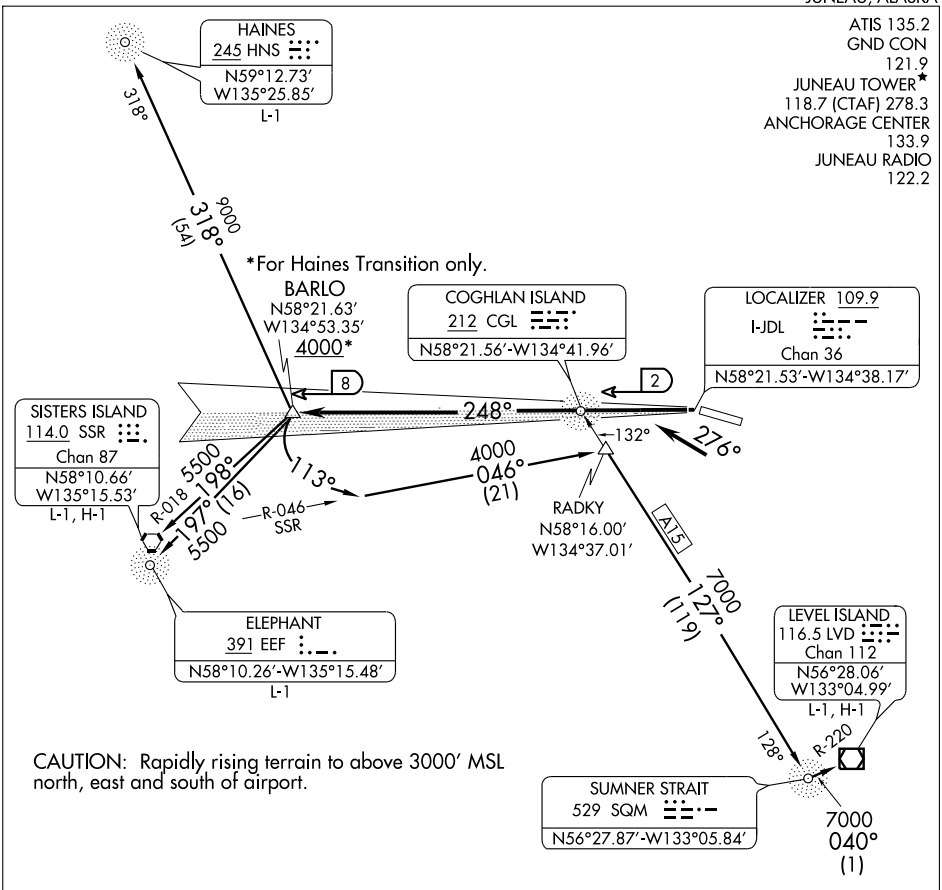
Rwy 8: Multiple trees beginning 1470′ from DER, 367′ right of centerline, up to 50′ AGL/66′ MSL.

Rwy 26: Multiple trees beginning 1041′ from DER, 285′ right of centerline, up to 100′ AGL/533′ MSL. Multiple trees beginning 1 NM from DER, 216′ left of centerline, up to 100′ AGL/435′ MSL. OL AMOM 20′ from DER, 466′ right of centerline, 10′ AGL/40′ MSL. Multiple OL poles, beginning 1.2 NM from DER, 1128′ left of centerline, up to 100′ AGL/222′ MSL. Bush 321′ from DER, 544′ right of centerline, 8′ AGL/33′ MSL. Fence 85′ from DER, 374′ right of centerline, 5′ AGL/25′ MSL. AWYBN 1.2 NM from DER, 1516′ left of centerline, 100′ AGL/200′ MSL.

JUNEAU FOUR DEPARTURE

SL-1191 (FAA)

JUNEAU INTL (JNU)(PAJN)
JUNEAU, ALASKA



CAUTION: Rapidly rising terrain to above 3000′ MSL north, east and south of airport.

NOTE: SSR/EEF TRANSITION: Minimum climb of 363′ per NM to 3100.

LVD and SQM transitions: Minimum climb of 370′ per NM to 4900′.

HNS transition: minimum climb of 428′ per NM to 4000′.

TAKEOFF MINIMUMS:

Rwy 8: 1000-3 with minimum climb from 1000 as stated per transition.

Rwy 26: Standard with minimum climb of 595′ per NM to 800, then as stated per transition, or 600-2 with minimum climb as stated per transition.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

AK, 17 DEC 2009 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Turn right as soon as practical. Climb in visual conditions direct CGL NDB or heading 276° to I-JDL W course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL W course/2 DME at or above 1000 MSL); Cross CGL NDB or I-JDL W course/2 DME at or above 1000 MSL, Thence . . . .

TAKE-OFF RUNWAY 26: Turn left heading 248° to CGL NDB or I-JDL W course/2 DME, Thence . . . .

. . . . then via I-JDL W course or 248° bearing from CGL NDB to BARLO INT/I-JDL 8 DME, Thence . . . . via (transition).

HAINES TRANSITION (JNU4.HNS): From over BARLO INT via HNS bearing 318° to HNS NDB.

LEVEL ISLAND TRANSITION (JNU4.LVD): From over BARLO INT via heading 113° and SSR R-046 to RADKY INT, then via SQM bearing 308° to SQM NDB, then via SQM NDB bearing 040° and LVD R-220 to LVD VOR/DME.

SISTERS ISLAND/ELEPHANT TRANSITION (JNU4.SSR): From over BARLO INT via SSR R-018 to SSR VORTAC, or from over BARLO INT via EEF bearing 017° to EEF NDB.

SUMNER STRAIT TRANSITION (JNU4.SQM): From over BARLO INT via heading 113° and SSR R-046 to RADKY INT, then via SQM bearing 308° to SQM NDB.

TAKEOFF OBSTACLES

Rwy 8: Multiple trees begining 1470′ from DER, 367′ right of centerline, up to 50′ AGL/66′ MSL.

Rwy 26: Multiple trees beginning 1041′ from DER, 285′ right of centerline, up to 100′ AGL/533′ MSL. Multiple trees beginning 1 NM from DER, 216′ left of centerline, up to 100′ AGL/435′ MSL. OL AMOM 20′ from DER, 466′ right of centerline, 10′ AGL/40′ MSL. Multiple OL poles, beginning 1.2 NM from DER, 1128′ left of centerline, up to 100′ AGL/222′ MSL. Bush 321′ from DER, 544′ right of centerline, 8′ AGL/33′ MSL. Fence 85′ from DER, 374′ right of centerline, 5′ AGL/25′ MSL. AWYBN 1.2 NM from DER, 1516′ left of centerline, 100′ AGL/200′ MSL.

AK, 17 DEC 2009 to 11 FEB 2010

LOC I-JDL	APP CRS	Rwy Idg	8457
109.9	068°	TDZE	21
Chan 36		Apt Elev	21

LDA X RWY 8

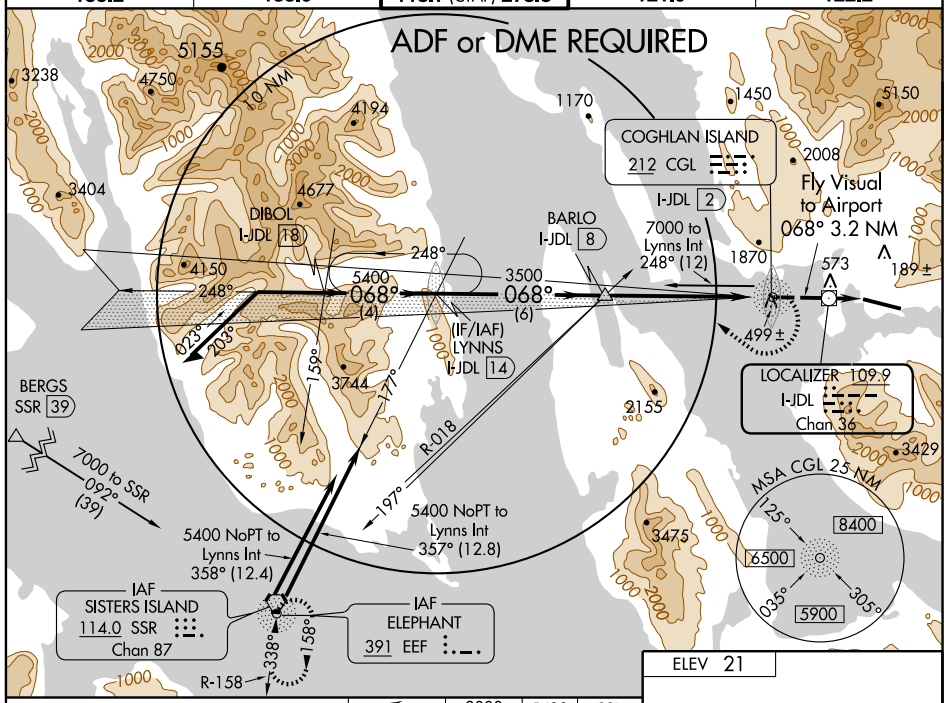
JUNEAU INTL (JNU)(PAJN)

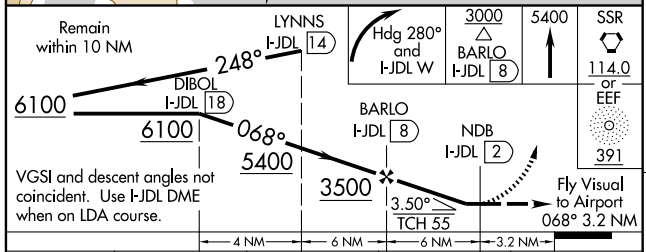
Circling NA north of Rwy 8/26. CAUTION: Any go-around after passing MAP will not provide standard obstruction clearance. For night circling, if runway lights not visible over MAP, execute missed approach.

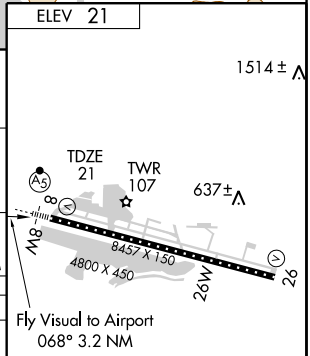
MALSR

MISSED APPROACH: Immediate climbing right turn via heading 280° and I-JDL west course to cross BARLO Int/I-JDL 8 DME at or above 3000. Continue climb to 5400 direct SSR VORTAC or EEF NDB and hold.

ATIS	ANCHORAGE CENTER	JUNEAU TOWER★	GND CON	JUNEAU RADIO
135.2	133.9	118.7 (CTAF) 278.3	121.9	122.2







CATEGORY	A	B	C	D
S-8	2120-4 2099 (2100-4)	2700-4 2679 (2700-4)	3200-4 3179 (3200-4)	3440-4 3419 (3500-4)
CIRCLING	2120-4 2099 (2100-4)	2700-4 2679 (2700-4)	3200-4 3179 (3200-4)	3440-4 3419 (3500-4)
NIGHT MINIMUMS				
S-8	2120-4 2099 (2100-4)	2700-4 2679 (2700-4)	3200-4 3179 (3200-4)	3440-4 3419 (3500-4)
CIRCLING	3000-5 2979 (3000-5)	3000-10 2979 (3000-10)	3200-10 3179 (3200-10)	3440-10 3419 (3500-10)

REIL Rwy 26
HIRL Rwy 8-26

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	8457
067°	TDZE	21
	Apt Elev	21

RNAV (GPS) V RWY 8

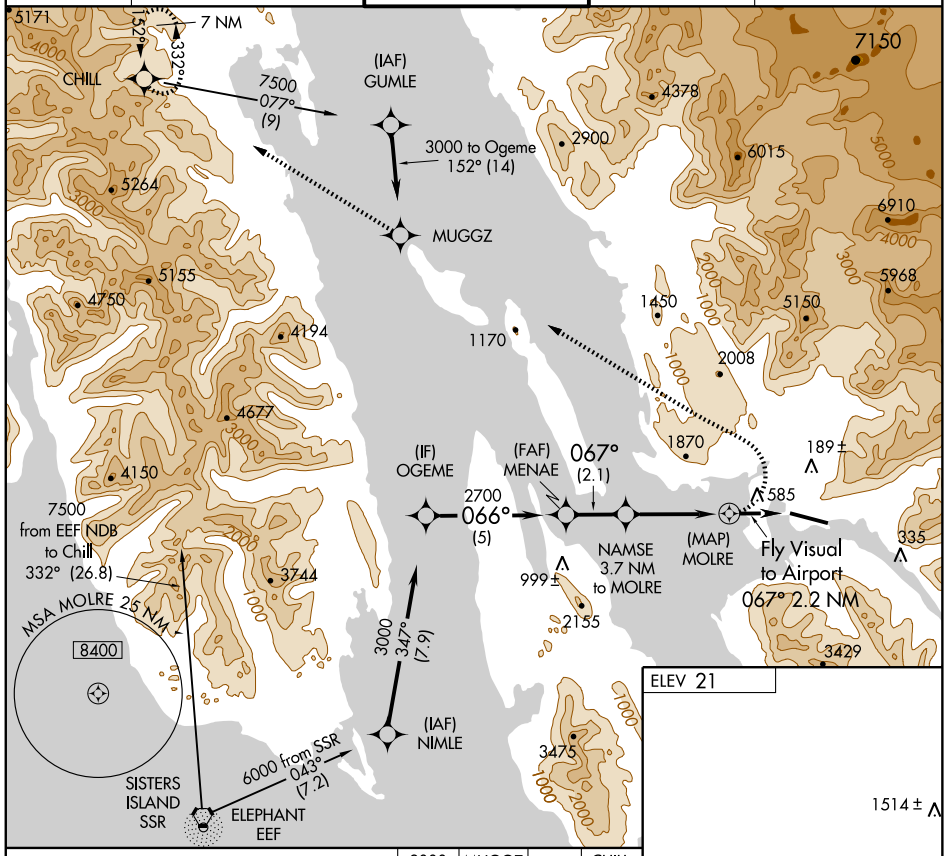
JUNEAU INTL (JNU)(PAJN)

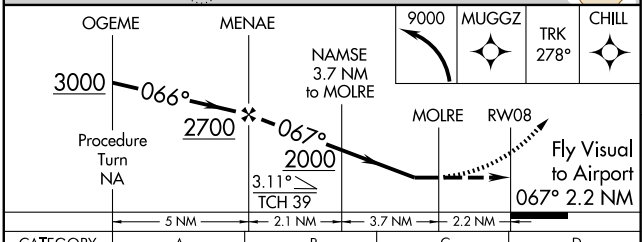
Circling NA at night. Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA. Lead-in lights not aligned with final approach course.

MALSR

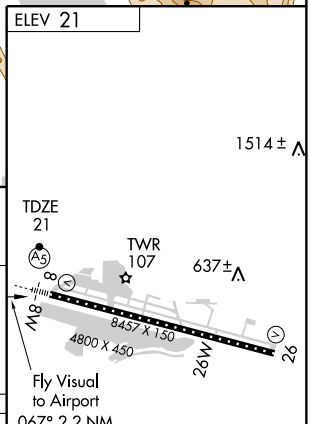
MISSED APPROACH: Climbing left turn to 9000 direct MUGGZ and via 278° track to CHILL and hold, continue climb-in-hold to 9000.

ATIS	ANCHORAGE CENTER	JUNEAU TOWER★	GND CON	JUNEAU RADIO
135.2	133.9	118.7 (CTAF) 278.3	121.9	122.2





CATEGORY	A	B	C	D
LNAV MDA	1880-2 1859 (1900-2)		NA	
CIRCLING	1880-2½ 1859 (1900-2½)		NA	



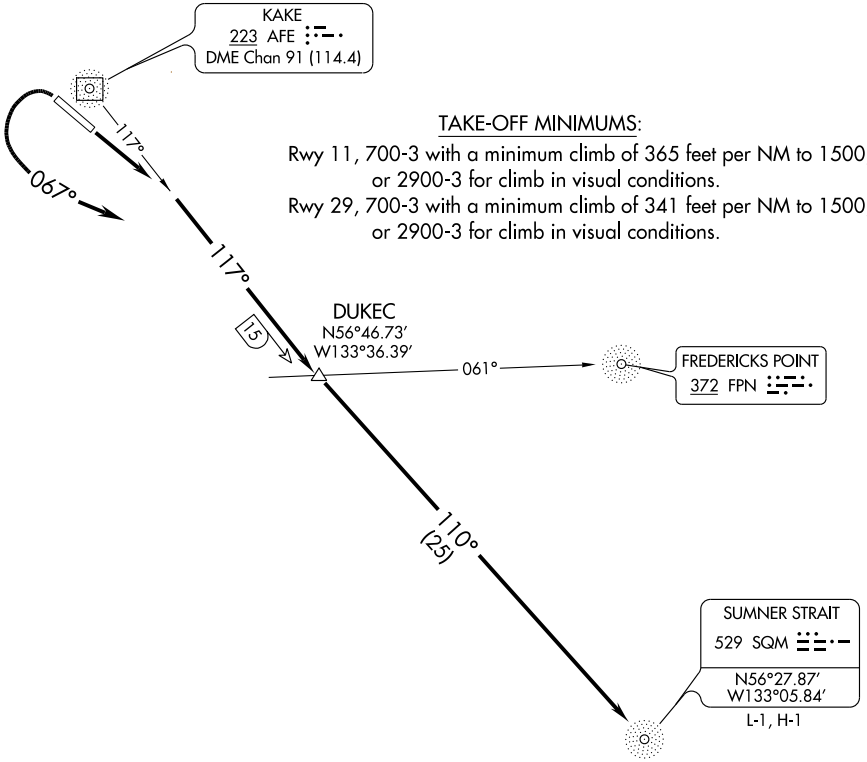
REIL Rwy 26
HIRL Rwy 8-26

AK. 17 DEC 2009 to 11 FEB 2010

KAKE TWO DEPARTURE (OBSTACLE)

ANCHORAGE CENTER
132.175

NOTE: Chart not to scale.



TAKE-OFF MINIMUMS:

Rwy 11, 700-3 with a minimum climb of 365 feet per NM to 1500, or 2900-3 for climb in visual conditions.

Rwy 29, 700-3 with a minimum climb of 341 feet per NM to 1500, or 2900-3 for climb in visual conditions.

TAKE-OFF OBSTACLES:

Rwy 11: Terrain beginning 324' from DER, 499' left of centerline, up to 399' MSL. Treeline beginning at DER, 330' right of centerline, up to 148' AGL/547' MSL.

Rwy 29: Treeline beginning at DER, 312' left of centerline, up to 148' AGL/347' MSL. Treeline beginning 1055' from DER, on centerline, up to 148' AGL/247' MSL. Ship 1645' from DER, 916' left of centerline, up to 200' AGL/200' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 11: Climb to 5000 via 117° bearing from AFE NDB/DME to DUKEC INT/15 DME, then on 110° course to SQM NDB, before proceeding on course, or climb in visual conditions to cross AFE NDB/DME at or above 2900 before proceeding on course.

TAKE-OFF RWY 29: Climbing left turn to 5000 via heading 067° and 117° bearing from AFE NDB/DME to DUKEC INT/15 DME, then on 110° course to SQM NDB, before proceeding on course, or climb in visual conditions to cross AFE NDB/DME at or above 2900 before proceeding on course.

AK, 17 DEC 2009 to 11 FEB 2010

NDB/DME AFE 223 Chan 91 (114.4)	APP CRS 085°	Rwy Idg 4000 TDZE 166 Apt Elev 172

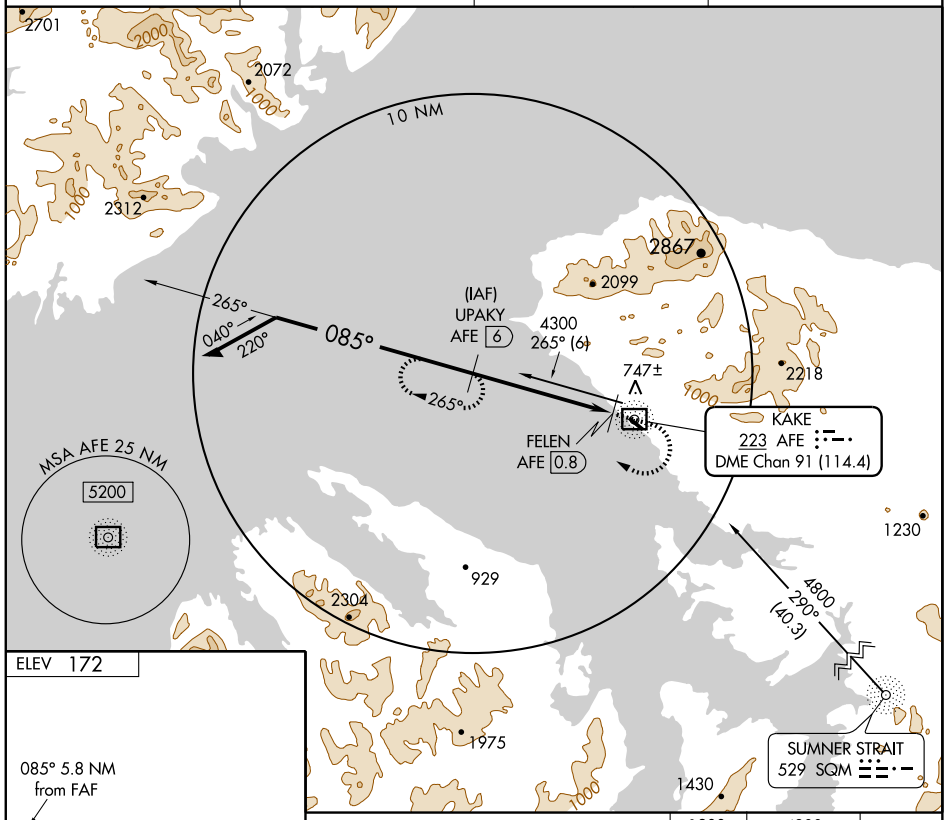
NDB/DME RWY 11

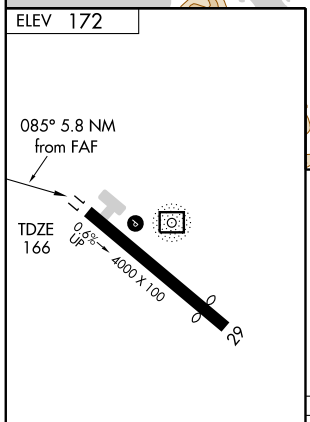
KAKE (AFE)(PAFE)

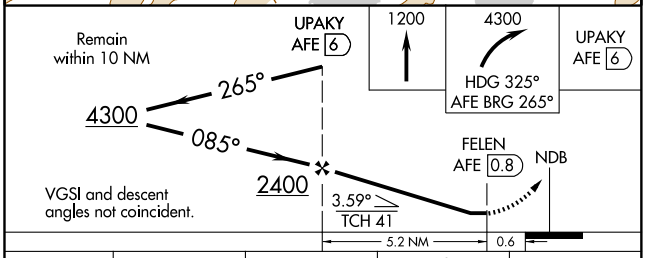
When VGSI inoperative, procedure NA at night. Circling NA north of Rwy 11-29. Visibility reduction by helicopters NA. When local altimeter setting not received, use Petersburg James A. Johnson altimeter setting and increase all MDAs 100 feet, and increase Cats B and C visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing right turn to 4300 via heading 325° and AFE bearing 265° to UPAKY/6 DME and hold.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
135.25	132.175	121.3 122.65	122.9 L







CATEGORY	A	B	C	D
S-11	1100-1¼ 934 (1000-1¼)		1100-2¾ 934 (1000-2¾)	NA
CIRCLING	1100-1¼ 928 (1000-1¼)		1100-2¾ 928 (1000-2¾)	NA

REIL RWY 11 L
MIRL RWY 11-29 L

AK, 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 11

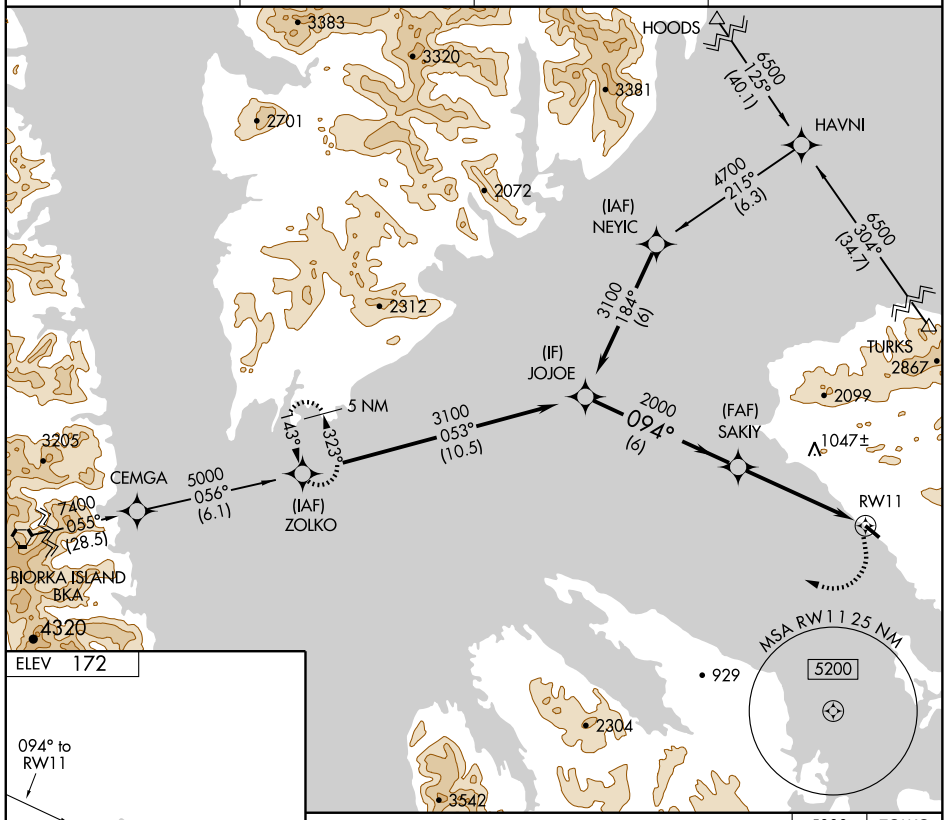
KAKE (AFE)(PAFE)

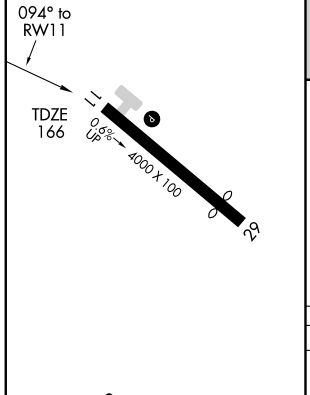
APP CRS	Rwy Idg	TDZE	Apt Elev
094°	4000	166	172

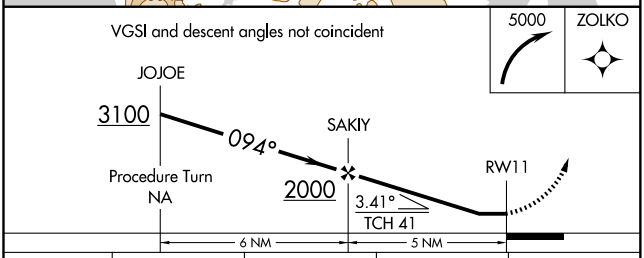
When VGSI inoperative, procedure NA at night. Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received , use Petersburg James A. Johnson altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 5000 direct ZOLKO and hold.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
135.25	132.175	121.3 122.65	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1120-1¼ 954 (1000-1¼)	1120-1½ 954 (1000-1½)	1120-3 954 (1000-3)	NA
CIRCLING	1120-1¼ 948 (1000-1¼)	1120-1½ 948 (1000-1½)	1120-3 948 (1000-3)	NA

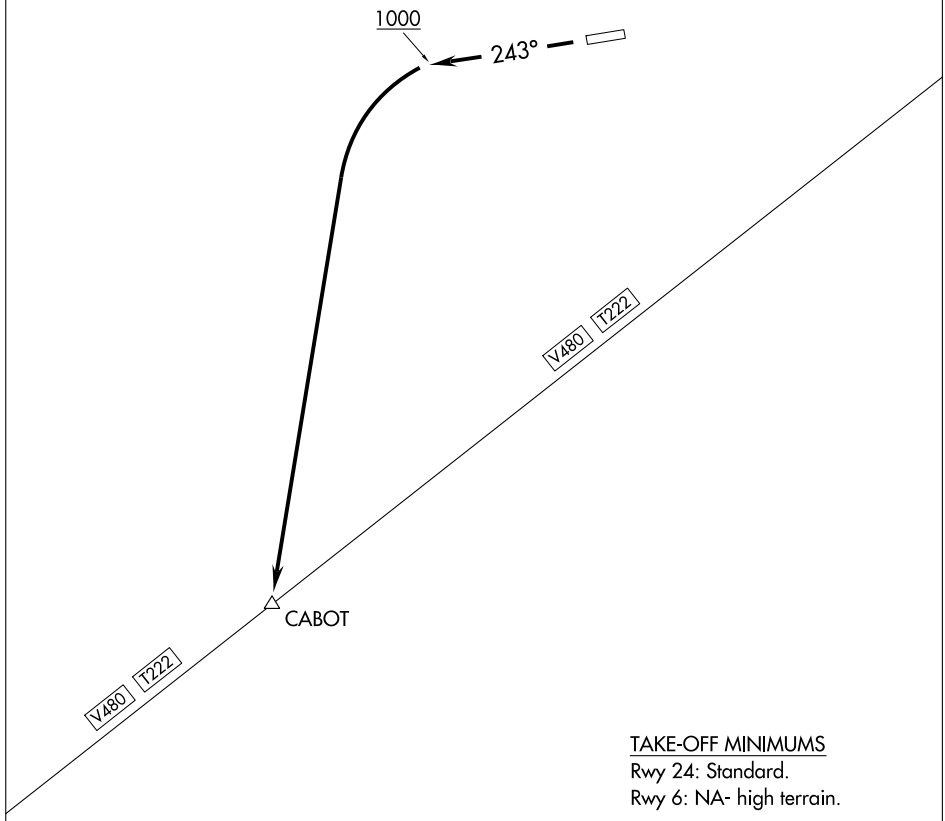
REIL Rwy 11 L
MIRL Rwy 11-29 L

AK, 17 DEC 2009 to 11 FEB 2010

CABOT ONE DEPARTURE (RNAV)

KALSKAG (KLG) (PALG)
KALSKAG, ALASKA

ANCHORAGE CENTER
118.15 251.05
ASOS 119.025
CTAF 122.8



TAKE-OFF MINIMUMS
Rwy 24: Standard.
Rwy 6: NA- high terrain.

TAKE-OFF OBSTACLE NOTES
Rwy 24: Numerous trees beginning 1000′ from DER, on centerline, up to 100′ AGL/154′ MSL.
Numerous trees beginning 750′ from DER, 500′ right of centerline, up to 100′ AGL/154′ MSL.
Numerous trees beginning 960′ left of centerline, up to 100′ AGL/154′ MSL.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24: Climb heading 243° to 1000, then direct CABOT, maintain 4000 or as assigned by ATC.

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
285°	TDZE	N/A
	Apt Elev	55

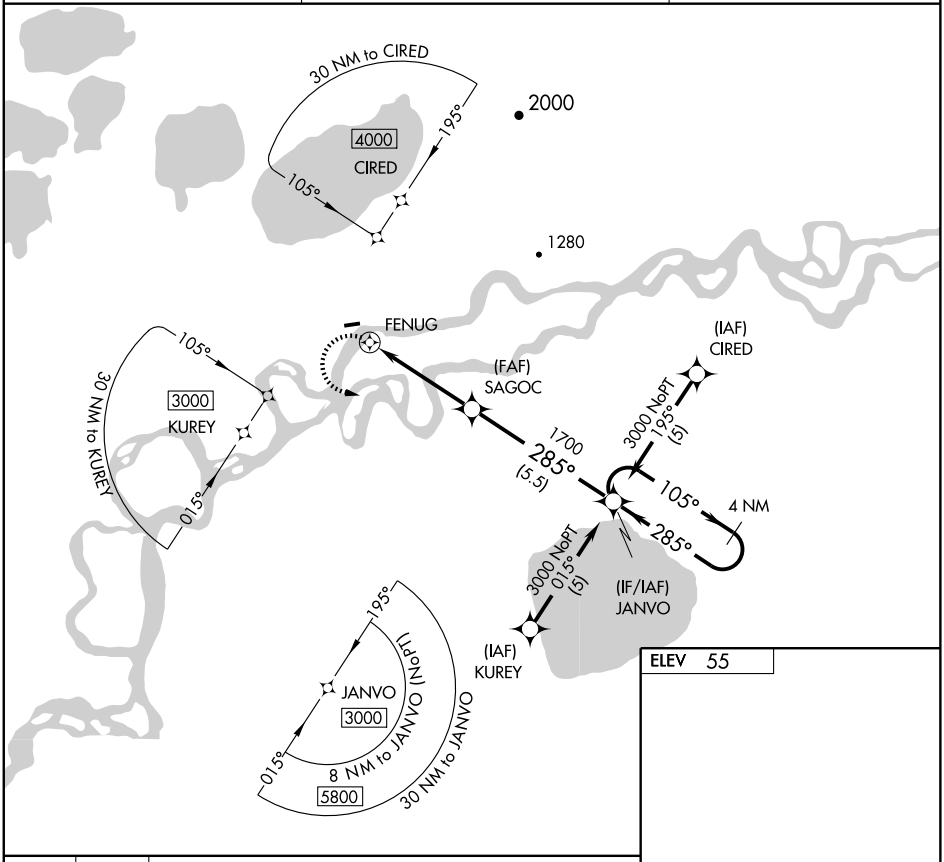
RNAV (GPS)-A

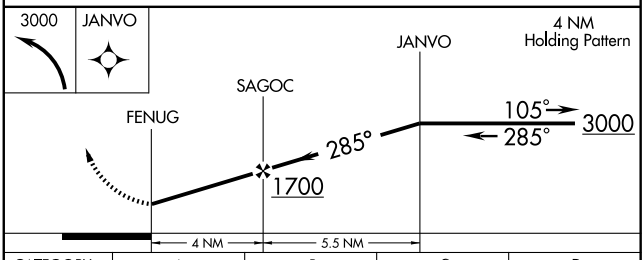
KALSKAG (KLG)(PALG)

Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. If local altimeter setting not received, use ANIAK altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct JANVO WP and hold.

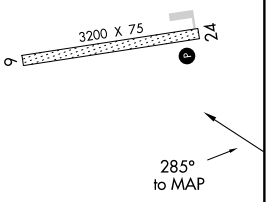
ASOS	ANCHORAGE CENTER	UNICOM
119.025	118.15 251.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	540-1	485 (500-1)	NA	

ELEV 55



MIRL Rwy 6-24 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3200
063°	TDZE	55
	Apt Elev	55

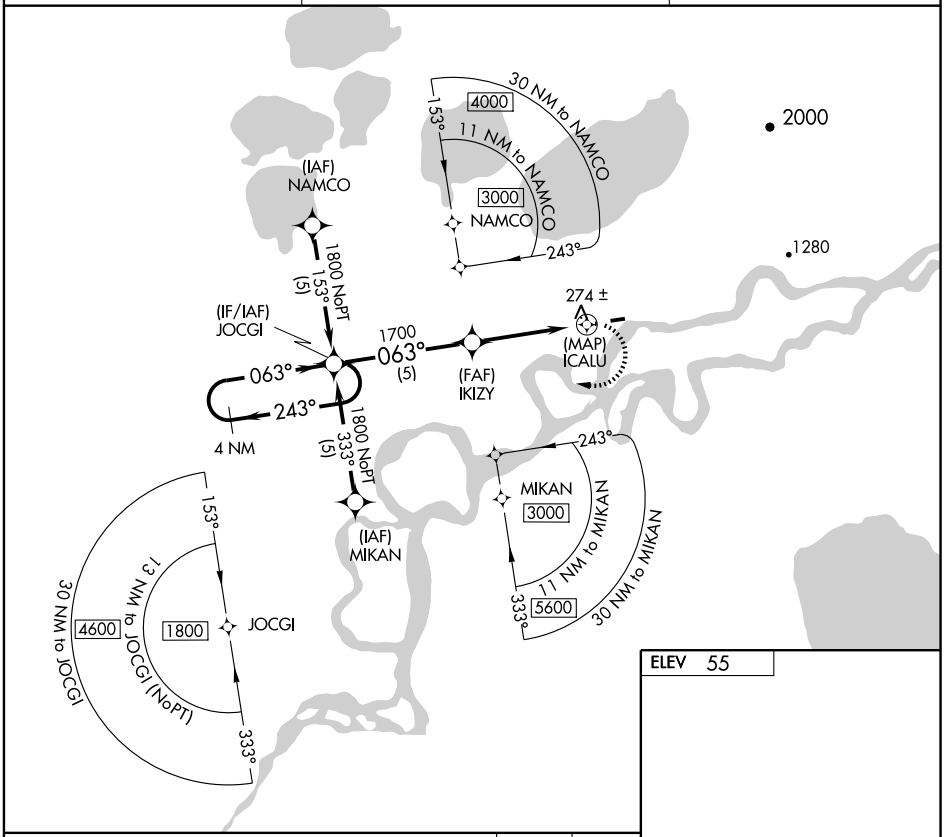
RNAV (GPS) RWY 6

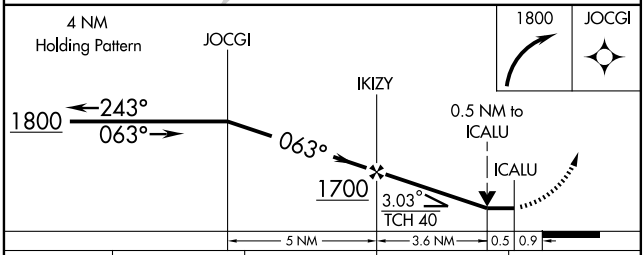
KALSKAG (KLG)(PALG)

Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. If local altimeter setting not received, use ANIAK altimeter setting and increase all MDA's 60 feet. VDP NA when using ANIAK altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 direct JOCGI WP and hold.

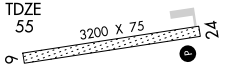
ASOS	ANCHORAGE CENTER	UNICOM
119.025	118.15 251.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	540-1	485 (500-1)	NA	
CIRCLING	540-1	485 (500-1)	NA	

ELEV 55



MIRL Rwy 6-24 L

AK. 17 DEC 2009 to 11 FEB 2010

IPOXE ONE DEPARTURE (RNAV)

SL-10158 (FAA)

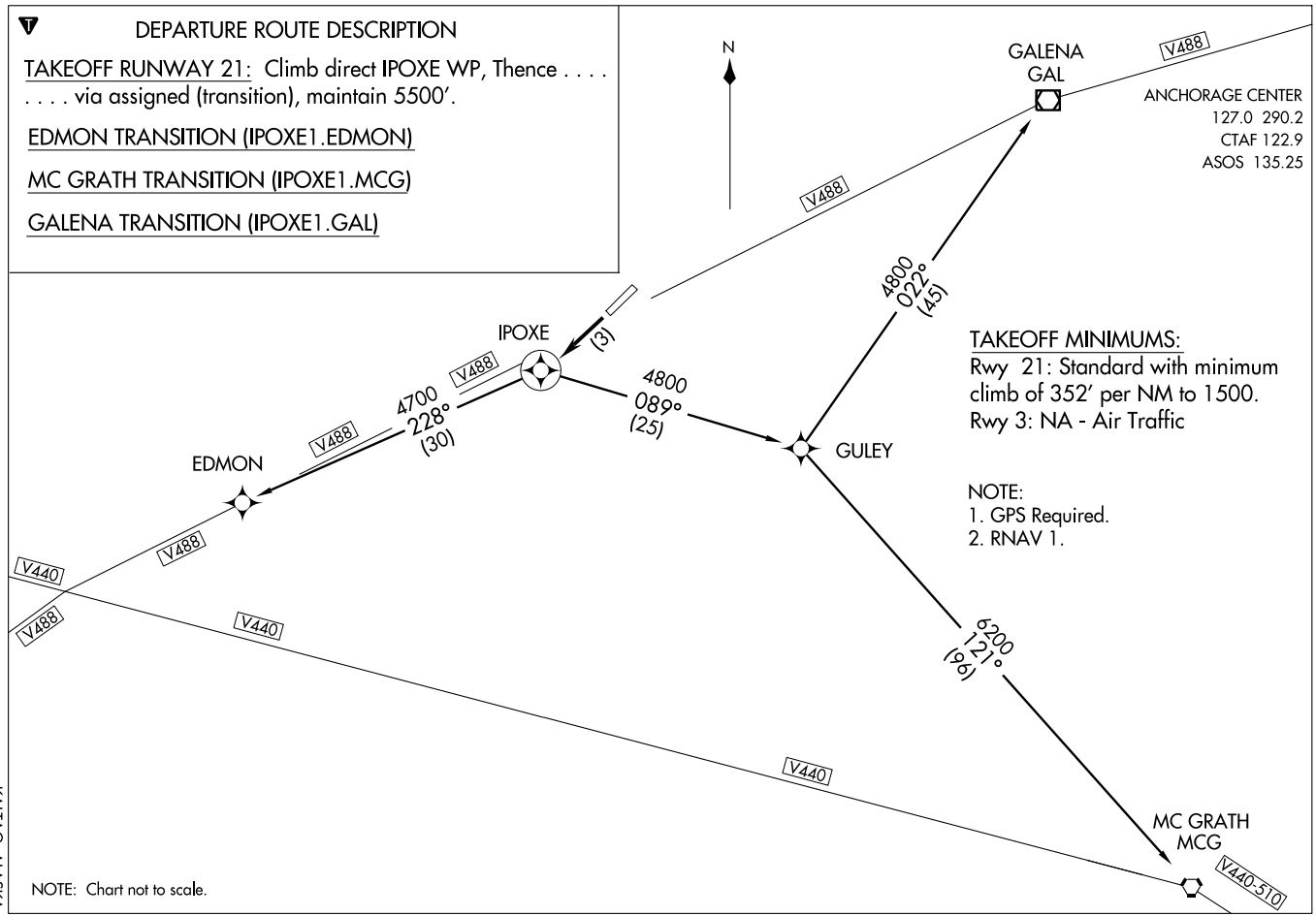
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb direct IPOXE WP, Thence . . . . . via assigned (transition), maintain 5500'.

EDMON TRANSITION (IPOXE1.EDMON)

MC GRATH TRANSITION (IPOXE1.MCG)

GALENA TRANSITION (IPOXE1.GAL)



KACLE ONE DEPARTURE (RNAV) (KACLE1.KACLE) 09239

KALTAG (KAL) (PAKV)

KALTAG, ALASKA

SL-10158 (FAA)

DEPARTURE ROUTE DESCRIPTION

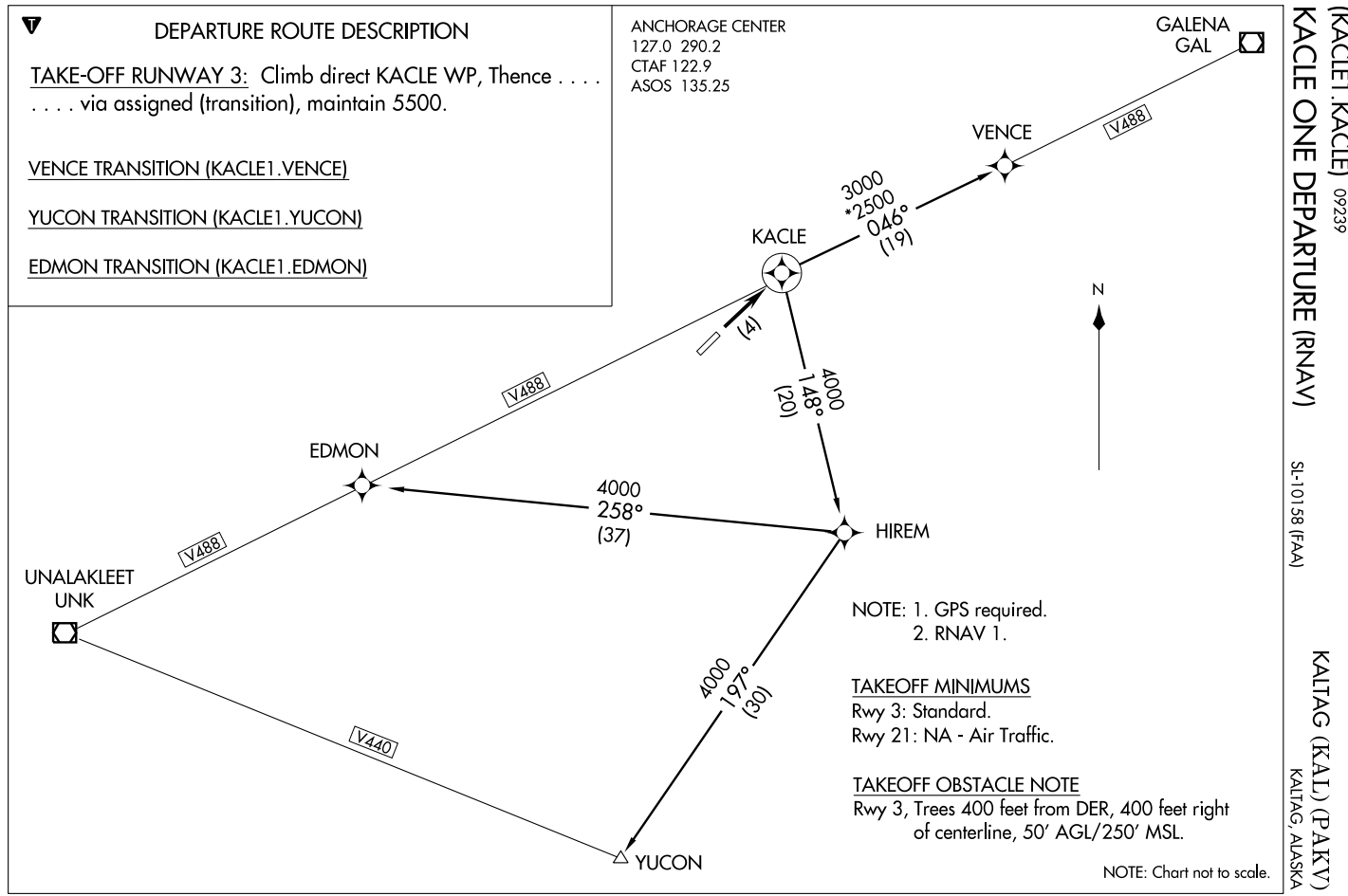
TAKE-OFF RUNWAY 3: Climb direct KACLE WP, Thence . . . . . via assigned (transition), maintain 5500.

VENCE TRANSITION (KACLE1.VENCE)

YUCON TRANSITION (KACLE1.YUCON)

EDMON TRANSITION (KACLE1.EDMON)

ANCHORAGE CENTER
127.0 290.2
CTAF 122.9
ASOS 135.25



NOTE: 1. GPS required.
2. RNAV 1.

TAKEOFF MINIMUMS
Rwy 3: Standard.
Rwy 21: NA - Air Traffic.

TAKEOFF OBSTACLE NOTE
Rwy 3, Trees 400 feet from DER, 400 feet right of centerline, 50′ AGL/250′ MSL.

NOTE: Chart not to scale.

KALTAG, ALASKA

AL-10158 (FAA)

RNAV (GPS) RWY 3

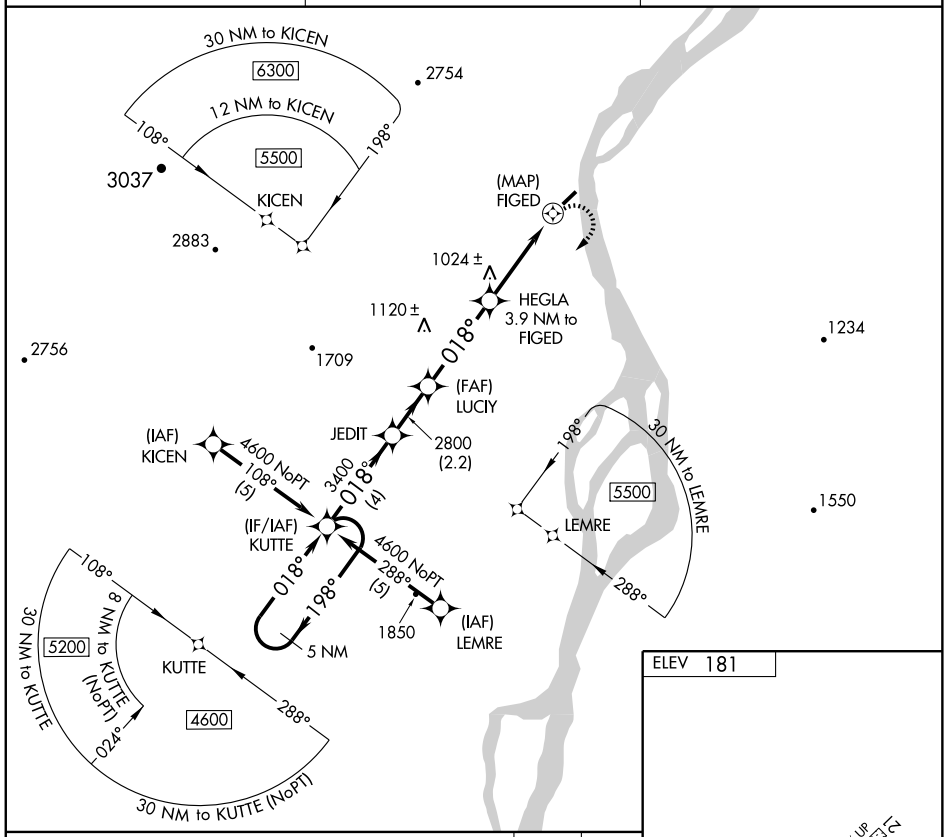
KALTAG (KAL)(PAKV)

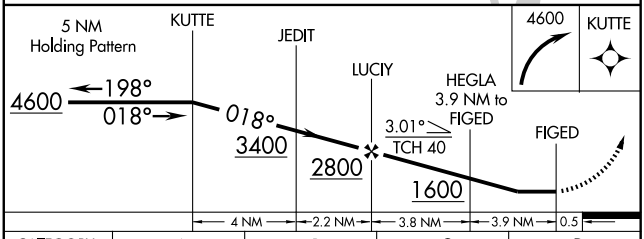
APP CRS	Rwy Idg	3986
018°	TDZE	181
	Apt Elev	181

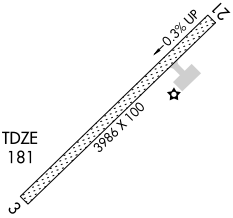
Visibility reduction by helicopters NA.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 4600 direct KUTTE and hold, continue climb-in-hold to 4600.

ASOS	ANCHORAGE CENTER	CTAF
135.25	127.0 290.2	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1280-1¼ 1099 (1100-1¼)	1280-1½ 1099 (1100-1½)	1280-3 1099 (1100-3)	NA
CIRCLING	1280-1¼ 1099 (1100-1¼)	1280-1½ 1099 (1100-1½)	1280-3 1099 (1100-3)	NA

MIRL Rwy 3-21 (L)

AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3986
CH 53315	209°	TDZE	175
W21A		Apt Elev	181

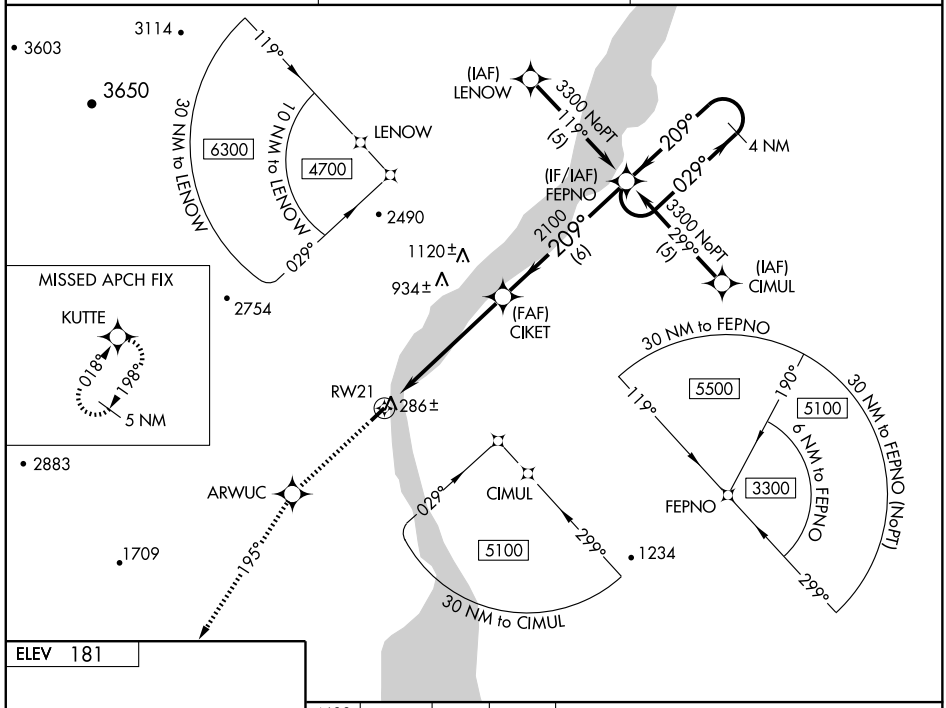
RNAV (GPS) RWY 21

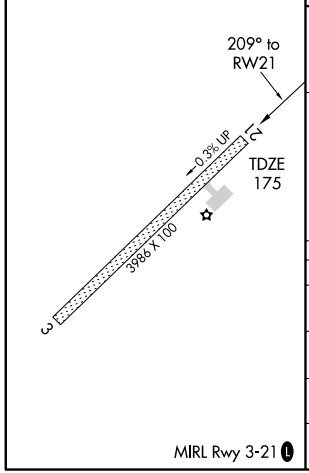
KALTAG (KAL)(PAKV)

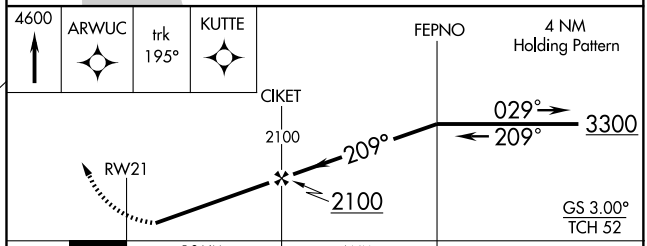
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4600 direct ARWUC and via track 195° to KUTTE and hold, continue climb-in-hold to 4600.

ASOS	ANCHORAGE CENTER	CTAF
135.25	127.0 290.2	122.9 L







CATEGORY		A	B	C	D
LPV	DA	493-1 318 (400-1)			NA
LNAV/VNAV	DA	598-1½ 423 (500-1½)			NA
LNAV	MDA	960-1 785 (800-1)	960-1¼ 785 (800-1¼)	960-2¼ 785 (800-2¼)	NA
CIRCLING		960-1 779 (800-1)	960-1¼ 779 (800-1¼)	960-2¼ 779 (800-2¼)	NA

MIRL Rwy 3-21 L

AK. 17 DEC 2009 to 11 FEB 2010

AIRPORT DIAGRAM

AL-1235 (FAA)

KENAI MUNI (ENA)(PAEN)
KENAI, ALASKA

ATIS
120.3
KENAI TOWER ★
121.3 239.3
GND CON
121.9

D

19W

60°35′N

19R

ELEV
98

191.3°

B

C

16L

FIELD
ELEV
99

191.3°

APRON

VAR 19.8°E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.3° W

SEAPLANE LANDING AREA

4600 X 252

M

A

2000 X 60

011.3°

1R

ELEV
97

D

FLOAT PLANE
WATER TAXIWAY

1W

7830 X 150

A

L

CARGO
AREA

FIRE STATION

CONTROL TOWER
169

K

AFSS

E

60°34′N

FBO

TERMINAL

A

TRANSIENT
AIRCRAFT PARKING

011.3°

1L

F

ELEV
90

F

G

HANGAR

J

G

AIR CARGO

H

☆ 143

CIVIL AIR
PATROL

RWY 1L-19R
S75, D150, DT250

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

151°16′W

220

151°15′W

151°14′W

AK, 17 DEC 2009 to 11 FEB 2010

LOC I-ENA	APP CRS	Rwy Idg	7830
108.9	192°	TDZE	99
		Apt Elev	99

ILS or LOC RWY 19R

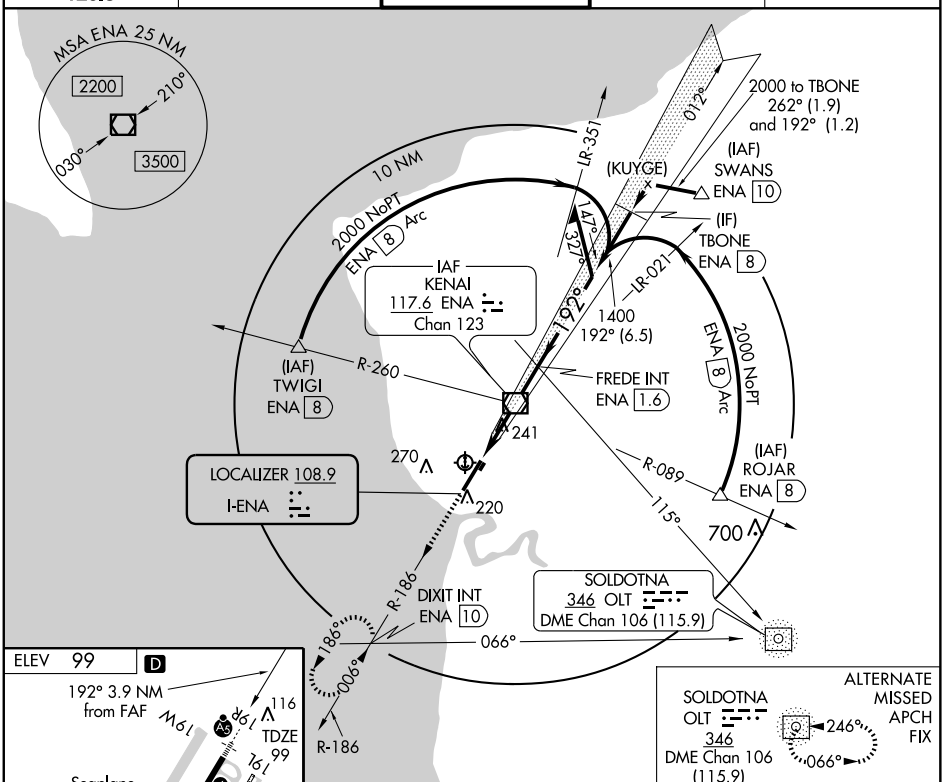
KENAI MUNI (ENA) (PAEN)

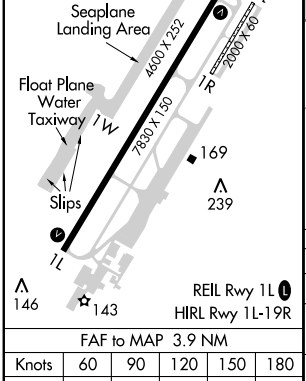
**RVR 1800 authorized with the use of FD or AP or HUD to DA. ADF or DME required. DME from ENA VOR/DME. If local altimeter setting not received, use Soldotna altimeter setting and increase all DAs 22 feet and all MDAs 40 feet.

MALSR

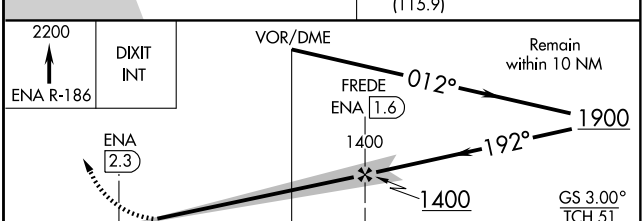
MISSED APPROACH: Climb to 2200 via ENA VOR/DME R-186 to DIXIT INT/ ENA VOR/DME 10 DME and hold.

ATIS	ANCHORAGE CENTER	KENAI TOWER★	GND CON	KENAI RADIO
120.3	125.7 379.1	121.3 (CTAF) L 239.3	121.9	122.65





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-ILS 19R	** 299/24 200 (200-½)			
S-LOC 19R	520/24 421 (500-½)		520/40 421 (500-1)	
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

WAAS CH 69404 W01A	APP CRS 012°	Rwy Idg 7830 TDZE 94 Apt Elev 99

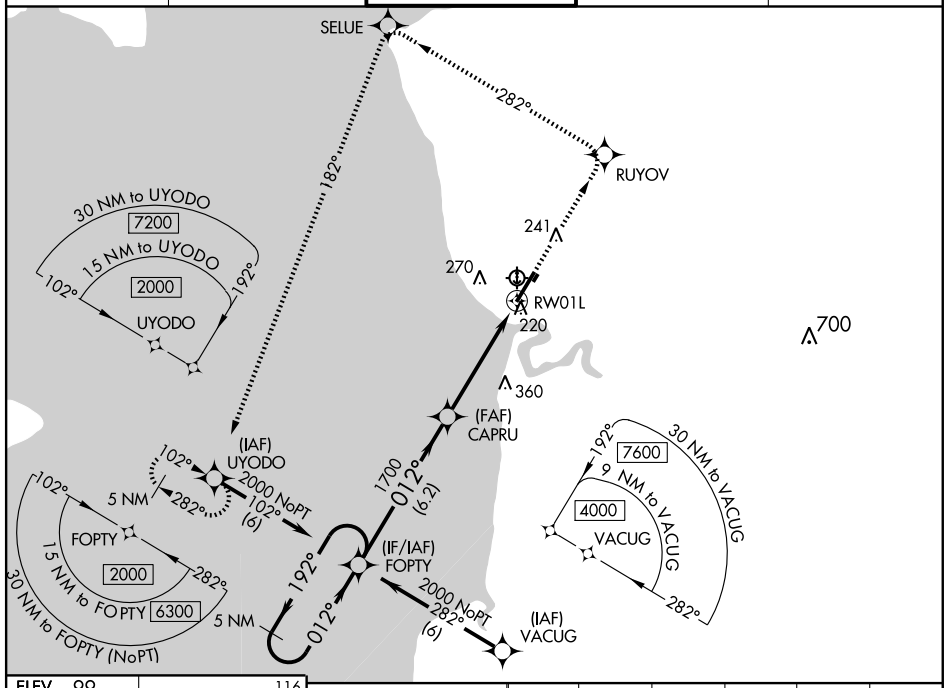
RNAV (GPS) RWY 1L

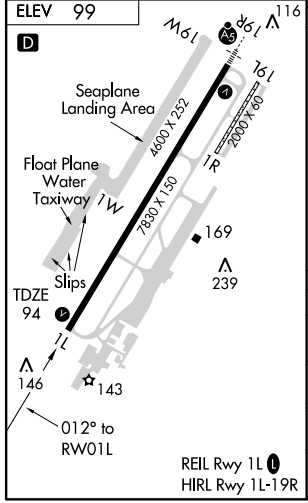
KENAI MUNI (ENA) (PAEN)

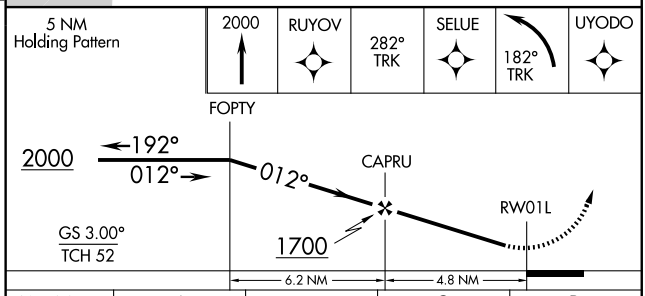
BARO-VNAV NA when using Soldotna altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Soldotna altimeter setting and increase all DAs 22 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct RUYOV and via 282° track to SELUE and left turn via 182° track to UYODO and hold.

ATIS	ANCHORAGE CENTER	KENAI TOWER★	GND CON	KENAI RADIO
120.3	125.7 379.1	121.3 (CTAF) L 239.3	121.9	122.65







CATEGORY	A	B	C	D
LPV DA	360-1 266 (300-1)			
LNAV/VNAV DA	481-1¼ 387 (400-1¼)			
LNAV MDA	500-1 406 (500-1)		500-1¼ 406 (500-1¼)	
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

WAAS CH 99504 W19A	APP CRS 192°	Rwy Idg 7830 TDZE 99 Apt Elev 99

RNAV (GPS) RWY 19R

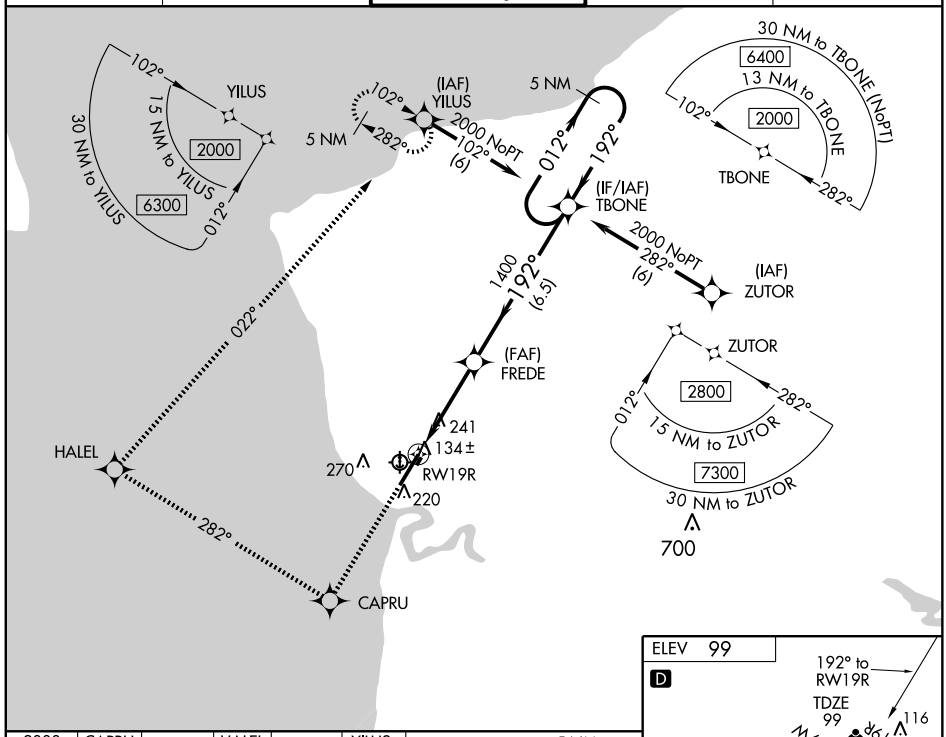
KENAI MUNI (ENA) (PAEN)

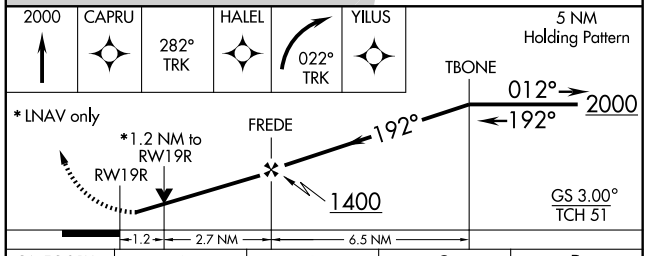
For inoperative MALSR increase LNAV/VNAV visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000. BARO-VNAV NA when using Soldotna altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Soldotna altimeter setting. If local altimeter setting not received, use Soldotna altimeter setting and increase all DAs 22 feet and all MDAs 40 feet.

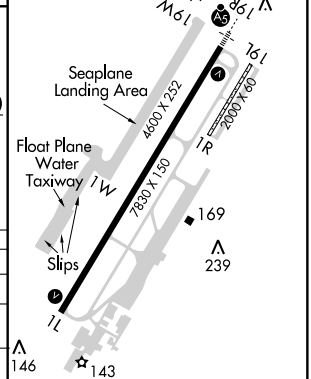
MALSR

MISSED APPROACH: Climb to 2000 direct CAPRU, and via 282° track to HALEL, and right turn VIA 022° track to YILUS and hold.

ATIS	ANCHORAGE CENTER	KENAI TOWER★	GND CON	KENAI RADIO
120.3	125.7 379.1	121.3 (CTAF) L 239.3	121.9	122.65







CATEGORY	A	B	C	D
LPV DA	349/24 250 (300-½)			
LNAV/VNAV DA	384/24 285 (300-½)			384/40 285 (300-¾)
LNAV MDA	520/24 421 (500-½)		520/40 421 (500-¾)	520/50 421 (500-1)
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

REIL Rwy 1L L
HIRL Rwy 1L-19R

AK, 17 DEC 2009 to 11 FEB 2010

VOR/DME ENA	APP CRS	Rwy Idg	7830
117.6	006°	TDZE	94
Chan 123		Apt Elev	99

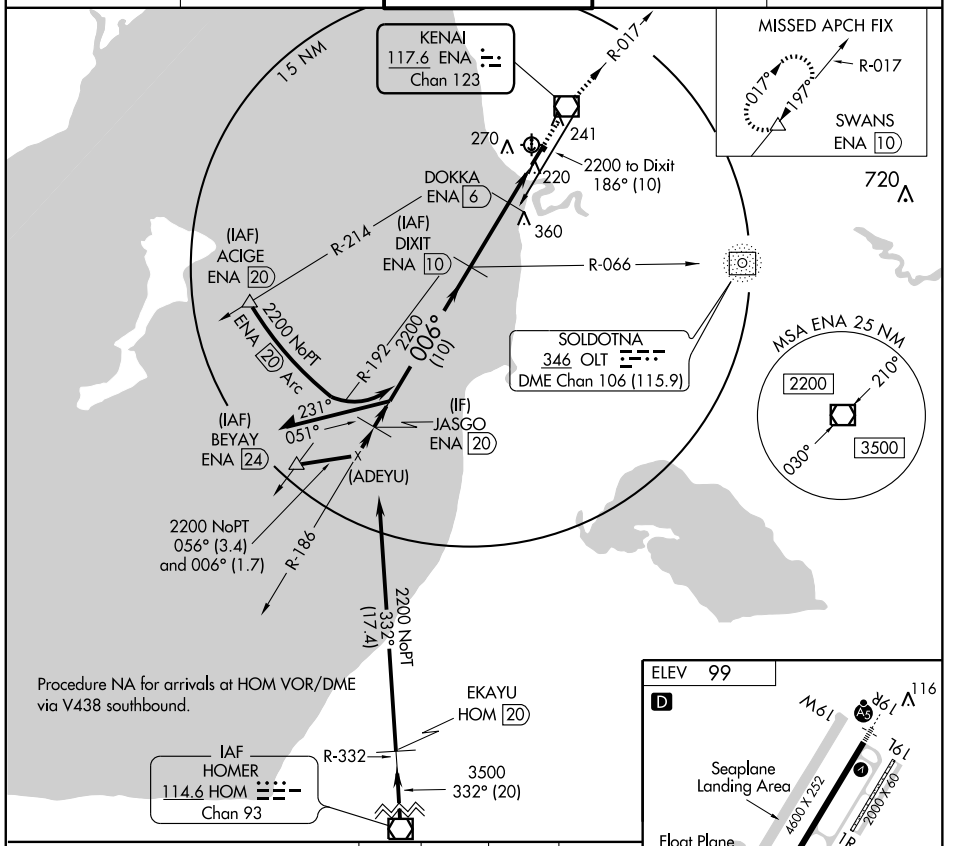
VOR/DME RWY 1L

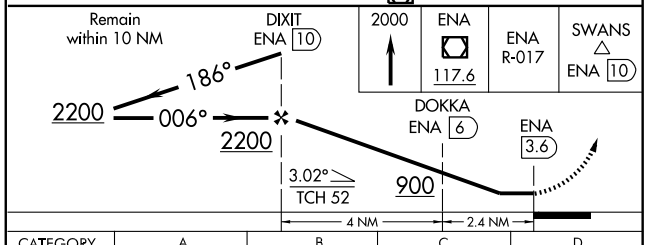
KENAI MUNI (ENA) (PAEN)

If local altimeter setting not received, use Soldotna altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

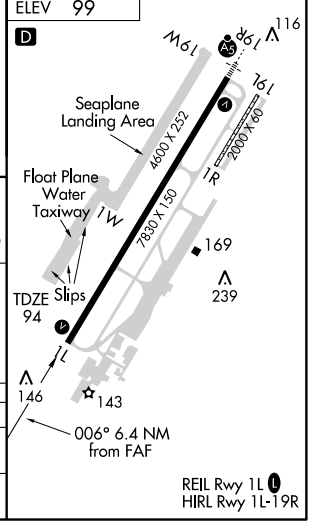
MISSED APPROACH: Climb to 2000 direct ENA VOR/DME then via ENA VOR/DME R-017 to SWANS/10 DME and hold.

ATIS	ANCHORAGE CENTER	KENAI TOWER★	GND CON	KENAI RADIO
120.3	125.7 379.1	121.3 (CTAF) L 239.3	121.9	122.65





CATEGORY	A	B	C	D
S-1L	480-1 386 (400-1)			480-1¼ 386 (400-1¼)
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)



REIL Rwy 1L L
HIRL Rwy 1L-19R

AK. 17 DEC 2009 to 11 FEB 2010

VOR RWY 19R

KENAI MUNI (ENA) (PAEN)

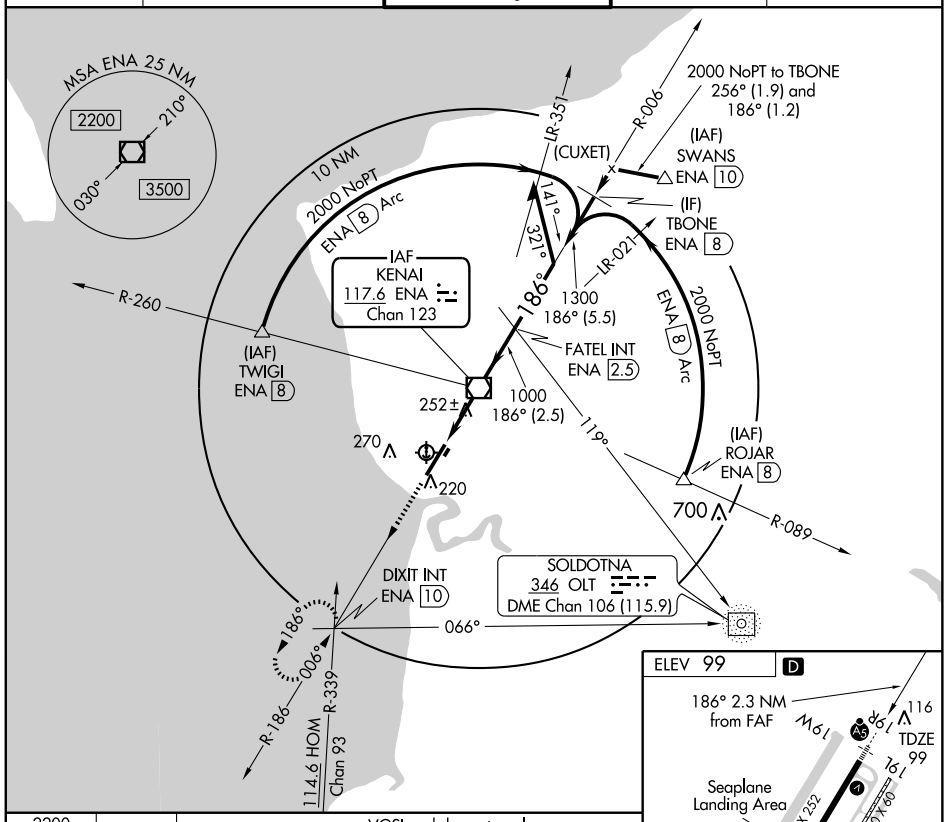
VOR/DME ENA	APP CRS	Rwy Idg	7830
117.6	186°	TDZE	99
Chan 123		Apt Elev	99

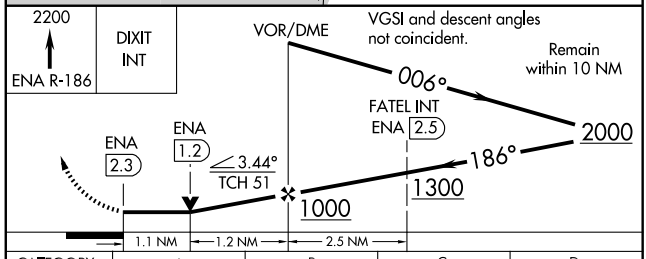
For inoperative MALSR, increase S-19R Cat D visibility to RVR 6000. ADF or DME required. When local altimeter setting not received, use Soldotna altimeter setting and increase all MDA 40 feet. VDP NA when using Soldotna altimeter setting.

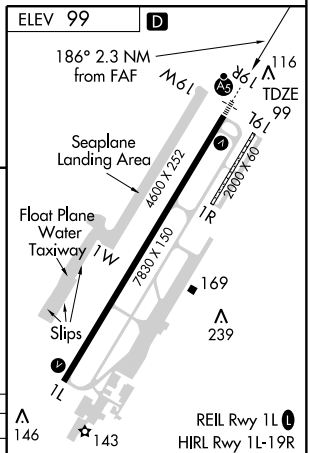
MALSR

MISSED APPROACH: Climb to 2200 via ENA VOR/DME R-186 to DIXIT INT/ KENAI 10 DME and hold.

ATIS	ANCHORAGE CENTER	KENAI TOWER ★	GND CON	KENAI RADIO
120.3	125.7 379.1	121.3 (CTAF) 239.3	121.9	122.65







CATEGORY	A	B	C	D
S-19R	520/24 421 (500-½)		520/40 421 (500-¾)	520/50 421 (500-1)
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

FAF to MAP 2.3 NM

Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

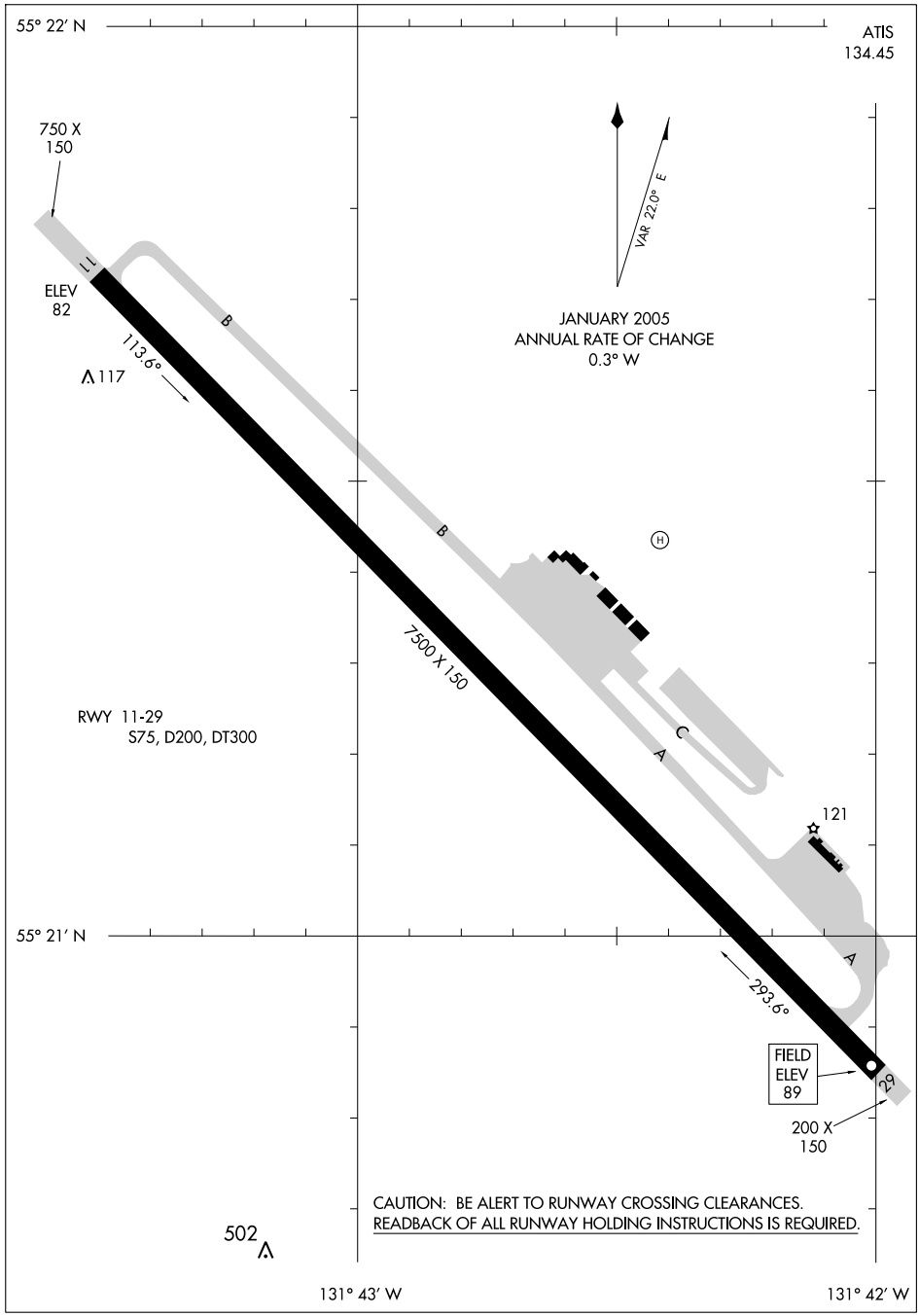
AK. 17 DEC 2009 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-6053 (FAA)

KETCHIKAN INTL (KTN)(PAKT)
KETCHIKAN, ALASKA



AK, 17 DEC 2009 to 11 FEB 2010

KETCHIKAN, ALASKA

AL-6053 (FAA)

LOC/DME I-ECH	APP CRS	Rwy Idg 7500
109.3	115°	TDZE 88
Chan 30		Apt Elev 88

ILS or LOC/DME Y RWY 11

KETCHIKAN INTL (KTN)(PAKT)

For inoperative MALSR, increase **S-ILS 11 visibility to RVR 6000 and S-LOC Cat A visibility to RVR 5000. ADF required. ##RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5000 direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/I-ECH 6.6 DME and via ANN VOR/DME R-338 to ANN VOR/DME and hold.

ATIS * 134.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 123.6 (CTAF) L

(IAF) DOOZI ANN 40 — 2600 — 4600 NoPT 124° (2.9) and 115° (1.5)

R-295

(VUSCU) 3144

070° 250°

(IF) RUYOC I-ECH 19.5

4100 115° (16)

2283

(IAF) COGOX I-ECH 13.5 ANN 29.9

2000

1138

##S-ILS 11 missed approach obstructions require a minimum climb gradient of 305FT/NM to 4000
**S-ILS 11 missed approach obstructions require a minimum climb gradient of 270FT/NM to 4000
S-LOC 11 missed approach obstructions require a minimum climb gradient of 235FT/NM to 4000
If unable to comply with climb gradients, use LOC/DME X Rwy 11.

2703 — 2994 — 1900 — 2300 — 2900 — 1920

MISSED APCH FIX
R-309
129° 309°
ANNETTE ISLAND 117.1 ANN Chan 118

ALTERNATE MISSED APCH FIX
130° 310°
NICHOLS 266 ICK

LOCALIZER 109.3 I-ECH Chan 30

OYECU I-ECH 4.8

R-312

10 NM

647±
2549±

3014 — 3383

R-338

440 — 604

MSA CMJ 25 NM
5800

CLAM COVE 396 CMJ

117.1 ANN Chan 118

24°

5000 312° (29.9)

5000 313° (28.9)

1755

UCARU I-ECH 6.6

2070

NICHOLS 266 ICK — 2730

ANNETTE ISLAND 117.1 ANN Chan 118 — 2905

DME REQUIRED

ELEV 88

115° 12.1 NM from FAF

TDZE 88

117

7500 X 150

121

29

HIRL Rwy 11-29 L

Use I-ECH DME when on localizer course.

Remain within 10 NM

COGOX I-ECH 13.5

295°

4600

115°

4100

GS 3.00°
TCH 50

4100

OYECU I-ECH 4.8

I-ECH 3.8

I-ECH 1.4

*1200

8.7 NM — 1 NM — 2.4 NM

5000	CMJ 396	CMJ 124°	UCARU I-ECH 6.6	ANN R-338	ANN 117.1

*LOC only

CATEGORY	A	B	C	D
##S-ILS 11	288/24 200 (300-½)			
**S-ILS 11	477/40 389 (400-¾)			
S-LOC 11	900/40 812 (900-¾)		900-2 812 (900-2)	900-2¼ 812 (900-2¼)

AK. 17 DEC 2009 to 11 FEB 2010

KETCHIKAN, ALASKA

AL-6053 (FAA)

ILS or LOC/DME Z RWY 11

KETCHIKAN INTL (KTN)(PAKT)

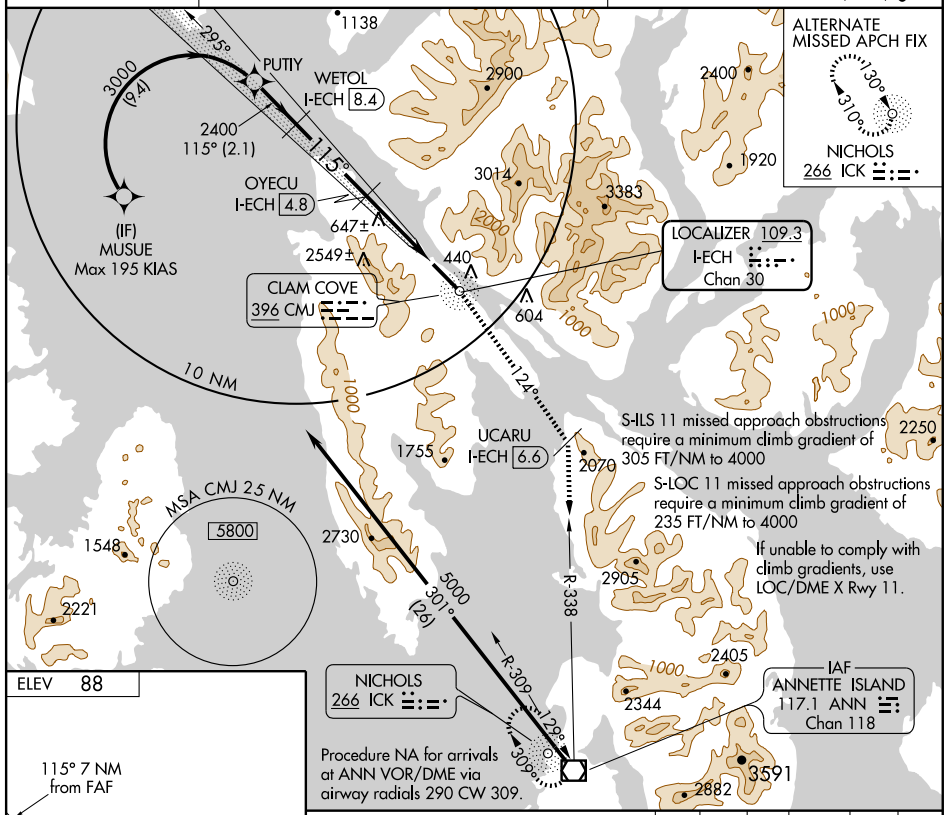
LOC/DME I-ECH	APP CRS	Rwy Idg 7500
109.3	115°	TDZE 88
Chan 30		Apt Elev 88

▼ ▲ # RVR 1800 authorized with the use of FD or AP or HUD to DA. RF, GPS, and ADF required. For inoperative MALSR, increase S-LOC 11 Cat A visibility to RVR 5000.

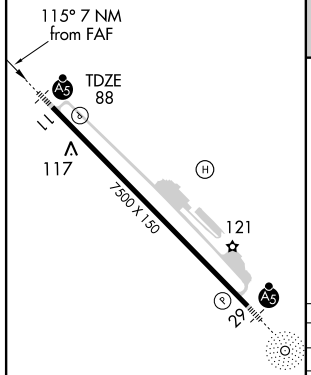
MALSR

MISSED APPROACH: Climb to 5000 direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/ I-ECH 6.6 DME and via ANN VOR/DME R-338 to ANN VOR/DME and hold.

ATIS★ 134.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 123.6 (CTAF) L



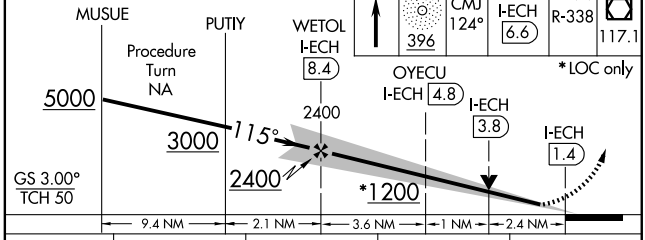
ELEV 88



HIRL Rwy 11-29 L

Use I-ECH DME when on the localizer course.

5000	CMJ	CMJ 124°	UCARU I-ECH 6.6	ANN R-338	ANN 117.1
	396				



* LOC only

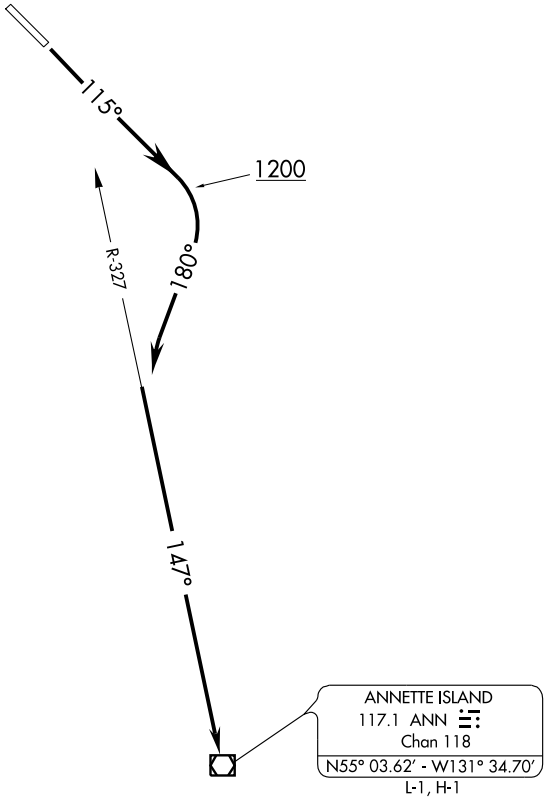
CATEGORY	A	B	C	D
S-ILS 11	#288/24		200 (200-½)	
S-LOC 11	900/40	812 (900-¾)	900-2 812 (900-2)	900-2¼ 812 (900-2¼)
CIRCLING	NA			

AK. 17 DEC 2009 to 11 FEB 2010

KETCHIKAN FIVE DEPARTURE (OBSTACLE)

KETCHIKAN INTL (KTN)(PAKT)
KETCHIKAN, ALASKA

ATIS ★ 134.45
ANCHORAGE CENTER
118.5 284.6
CTAF 123.6
UNICOM 122.95



TAKE-OFF MINIMUMS:
Rwy 11, 300-1 with a minimum climb of 340 feet per NM to 3400.
Rwy 29, NA - ATC.

TAKE-OFF OBSTACLES:
Rwy 11, Multiple trees beginning 678' from DER, 13' right of centerline, up to 148' AGL/344' MSL. Multiple trees and obstacle light on tower beginning 691' from DER, 210' left of centerline, up to 148' AGL/547' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 115° to 1200, then climbing right turn to 5000 via heading 180° to intercept ANN R-327 to ANN VOR/DME before proceeding on course.

LOC/DME I-ECH	APP CRS	Rwy Idg 7500
109.3 Chan 30	115°	TDZE 88
		Apt Elev 88

LOC/DME X RWY 11

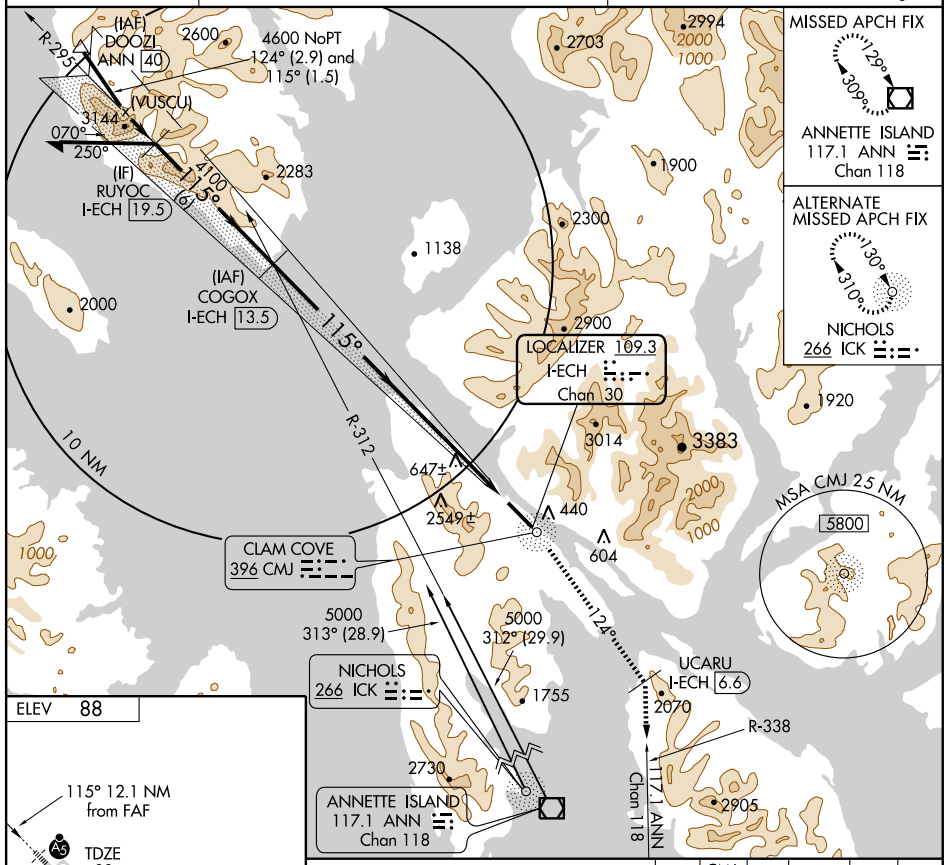
KETCHIKAN INTL (KTN)(PAKT)

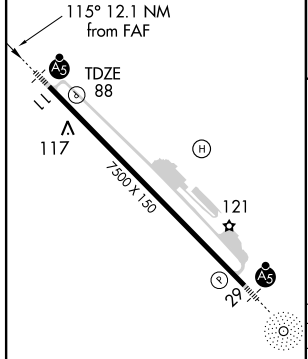
Circling NA at night.
Inoperative table does not apply.
ADF required.

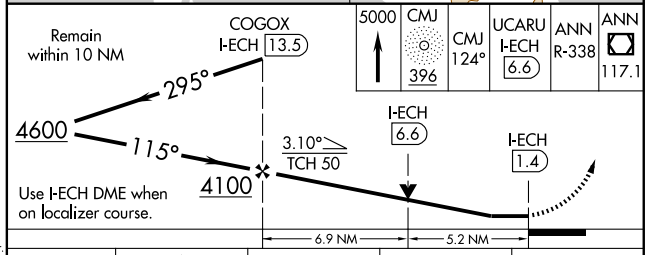
MALSR

MISSED APPROACH: Climb to 5000 direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/I-ECH 6.6 DME and via ANN VOR/DME R-338 to ANN VOR/DME and hold.

ATIS * 134.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 123.6 (CTAF) L







CATEGORY	A	B	C	D
S-11	1780/60 1692 (1700-1¼)	1780-1½ 1692 (1700-1½)	1780-3	1692 (1700-3)
CIRCLING	2440-1¼ 2352 (2400-1¼)	2700-1½ 2612 (2700-1½)	2900-3 2812 (2900-3)	3280-3 3192 (3200-3)

HIRL Rwy 11-29 L

AK, 17 DEC 2009 to 11 FEB 2010

KETCHIKAN, ALASKA

AL-6053 (FAA)

RNAV (GPS)-B

KETCHIKAN INTL (KTN)(PAKT)

APP CRS	Rwy Idg	N/A
295°	TDZE	N/A
	Apt Elev	88

T
A NA

DME/DME RNP- 0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct CLOYD and via 296° track to DOOZI and hold.

ATIS ★	ANCHORAGE CENTER	KETCHIKAN RADIO
134.45	118.5 284.6	123.6 (CTAF) L

MISSED APCH FIX

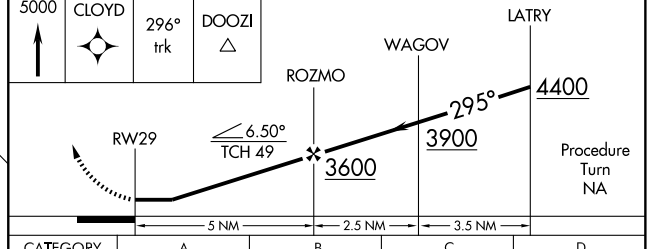
5 NM 129° 309° DOOZI

296°
CLOYD
DWARF
5000
106° (26)
RW29
(FAF) ROZMO
3600
295° (2.5)
WAGOV
3900
295° (3.5)
(IF) LATRY
4400
025° (8)
(IAF) GIRTS
MSA RW 29 25 NM
5800
1138
2900
2000
1000
2400
3014
1920
3383
2549±
440
604
1006
2558
1755
2730
1548
2070
3397
2221
2905
2344
2405
3591
2882

ELEV 88

117
7500 X 150
121
29
295° to RW29

5000	CLOYD	296° trk	DOOZI



CATEGORY	A	B	C	D
CIRCLING	2440-1¼ 2352 (2400-1¼)	2700-1½ 2612 (2700-1½)	2900-3 2812 (2900-3)	3280-3 3192 (3200-3)

HIRL Rwy 11-29 L

AK. 17 DEC 2009 to 11 FEB 2010

KETCHIKAN, ALASKA

AL-6053 (FAA)

RNAV (GPS) RWY 11

KETCHIKAN INTL (KTN)(PAKT)

WAAS	APP CRS	Rwy Idg	7500
CH 58009	114°	TDZE	88
W11A		Apt Elev	88

T NA — For inoperative MALSR, increase LPV DA visibility to RVR 6000. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct FESVA and via 150° track to ANN VOR/DME and hold.

ATIS ★	ANCHORAGE CENTER	KETCHIKAN RADIO
134.45	118.5 284.6	123.6 (CTAF) L

Procedure NA for arrivals at DOOZI via V317 northwestbound.

(IAF) DOOZI

4600 118° (8.5)

(IF) JANEM

3000 114° (5.1)

COSIL

WETOL

2400 114° (1.9)

4600 022° (11.8)

(IAF) DWARF

Strong winds on final approach may cause severe turbulence.

Missed Approach requires minimum climb of 260 feet per NM to 4000. If unable to comply with climb gradient, use RNAV (GPS)-B.

MSA RW 11 25 NM 5800

RW11

FESVA

150° trk

2549±

2105 2600 3144 2283 2846 2000 2526 2558 1138 2300 2900 2703 2994 1900 3014 3383 440 604 1755 2070 2730

ELEV 88

114° to RW11

TDZE 88

117

7500 X 150

121

29

MISSED APCH FIX

129° 309° ANNETTE ISLAND ANN

Procedure Turn NA

JANEM 4600

114° 3000

COSIL

WETOL 2400

RW11

GS 3.00° TCH 50

5000 FESVA 150° trk ANN

5.1 NM 1.9 NM 6.8 NM

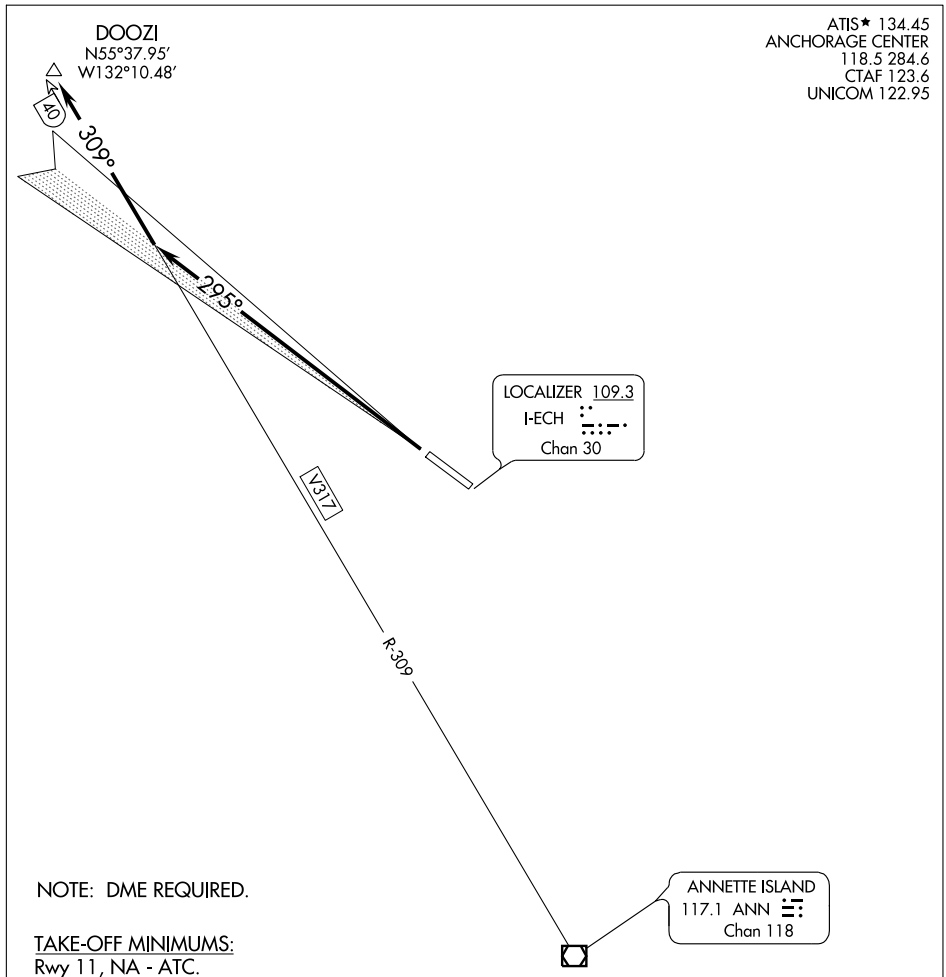
CATEGORY	A	B	C	D
LPV DA	438/40	350 (400-¾)		

HIRL Rwy 11-29 L

AK, 17 DEC 2009 to 11 FEB 2010

SKOWL ONE DEPARTURE (OBSTACLE)

KETCHIKAN INTL (KTN)(PAKT)
KETCHIKAN, ALASKA



NOTE: DME REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 11, NA - ATC.
Rwy 29, 400-1¼ with minimum climb of 380 feet per NM to 5300.

TAKE-OFF OBSTACLES:
Rwy 29, Ships beginning 1933' from DER, 1004' right of centerline, up to 150' AGL/150' MSL. Multiple trees begininng 206' from DER, 513' left of centerline, up to 148' AGL/410' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb to assigned altitude via I-ECH Localizer NW course 295° to intercept/join ANN VOR/DME R-309/V317 to DOOZI/40 DME before proceeding on course.

APP CRS	Rwy Idg	3400
064°	TDZE	166
	Apt Elev	166

RNAV (GPS) RWY 6

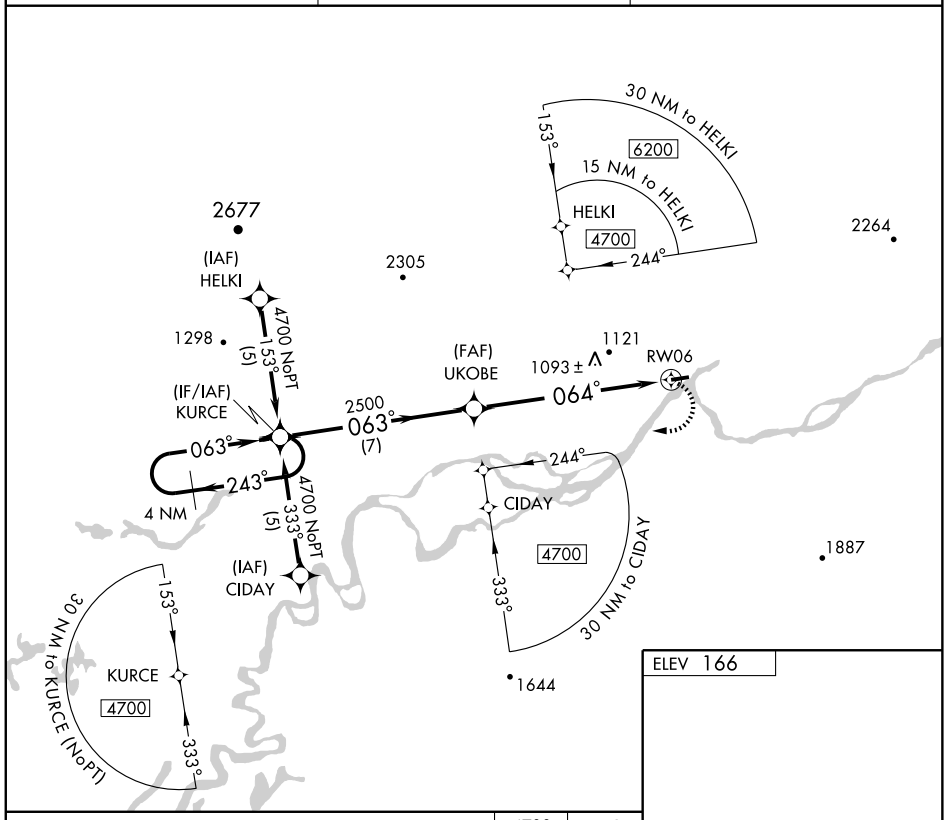
KIANA/BOB BAKER MEMORIAL (IAN)(PAIK)

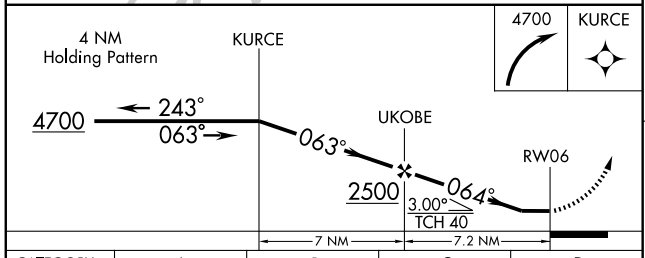
Procedure NA at night.
Use SELAWIK altimeter setting.
DME/DME RNP-0.3 NA.

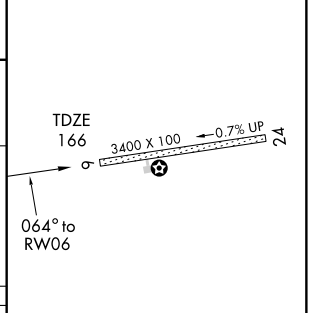
NA

MISSED APPROACH: Climbing right turn to 4700 direct KURCE and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
119.025	119.2 263.0	122.7 L







CATEGORY	A	B	C	D
LNAV MDA	1400-1¼ 1234 (1300-1¼)	1400-1½ 1234 (1300-1½)	1400-3 1234 (1300-3)	NA
CIRCLING	1400-1¼ 1234 (1300-1¼)	1400-1½ 1234 (1300-1½)	1400-3 1234 (1300-3)	NA

MIRL Rwy 6-24 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3400
244°	TDZE	164
	Apt Elev	166

RNAV (GPS) RWY 24

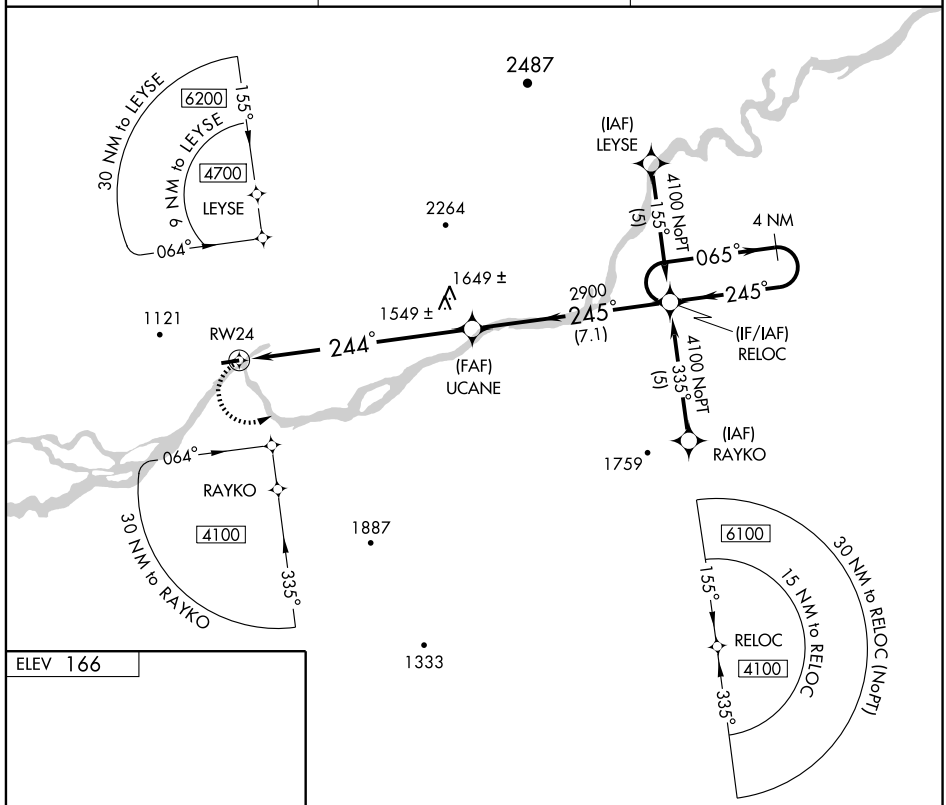
KIANA/BOB BAKER MEMORIAL (IAN)(PAIK)

Procedure NA at night.
Use Selawik altimeter setting.
DME/DME RNP-0.3 NA.

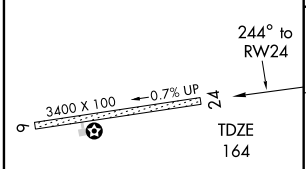
NA

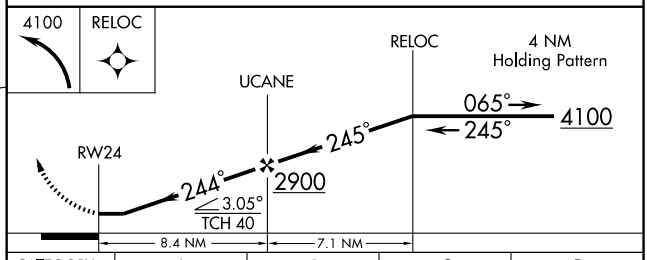
MISSED APPROACH: Climbing left turn to 4100 direct RELOC and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
119.025	119.2 263.0	122.7 L



ELEV 166



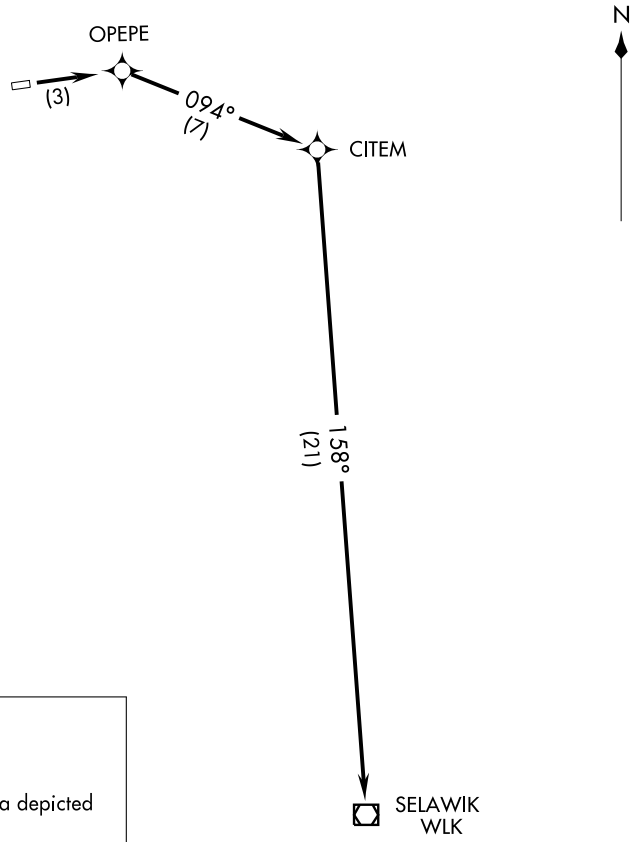


CATEGORY	A	B	C	D
LNAV MDA	2000-1¼ 1836 (1900-1¼)	2000-1½ 1836 (1900-1½)	2000-3 1836 (1900-3)	NA
CIRCLING	2000-1¼ 1834 (1900-1¼)	2000-1½ 1834 (1900-1½)	2000-3 1834 (1900-3)	NA

MIRL Rwy 6-24 L

AK, 17 DEC 2009 to 11 FEB 2010

AWOS-3 119.025
ANCHORAGE CENTER
119.2 263.0
CTAF 122.7



TAKE-OFF MINIMUMS:

Rwy 6: Standard.
Rwy 24: NA - obstacles.

NOTE: 1. GPS Required
NOTE: 2. RNAV 1

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb direct OPEPE WP, then via depicted route to WLK VOR/DME, maintain 4000.

NOTE: Chart not to scale.

SELAWIK ONE DEPARTURE (RNAV) (OBSTACLE)

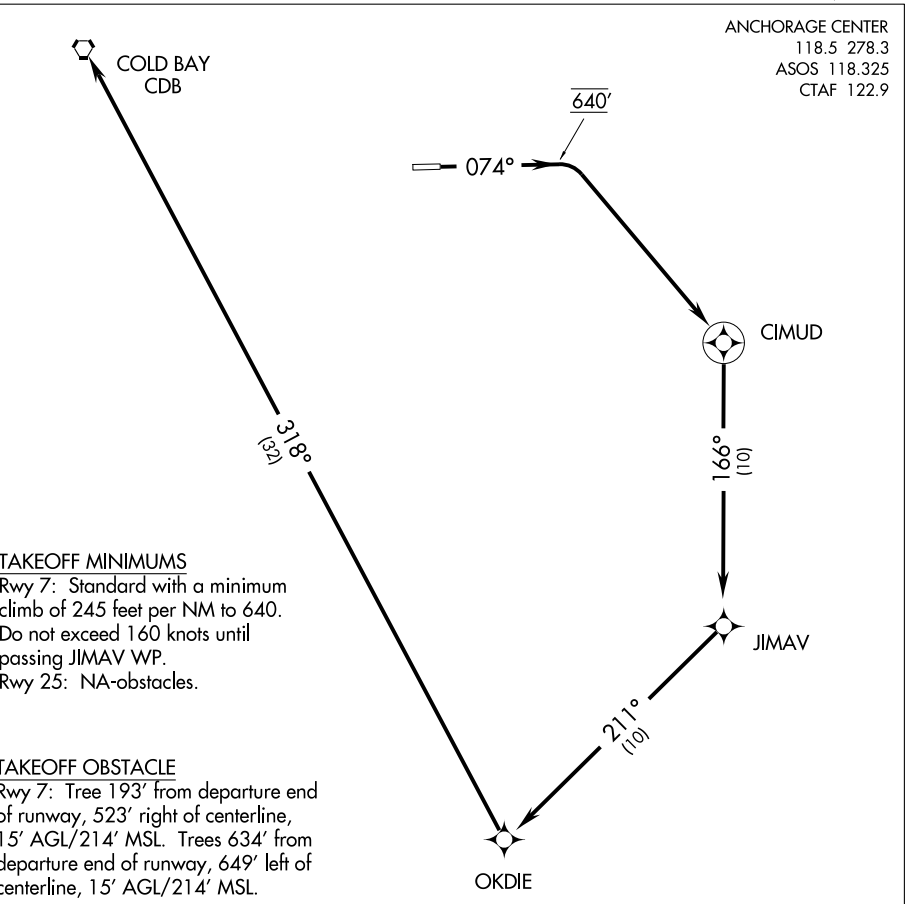
(WLK1.WLK) 09071

KIANA/BOB BAKER MEMORIAL (IAN)(PAIK)

KIANA, ALASKA

COLD BAY ONE DEPARTURE (RNAV) (OBSTACLE)

KING COVE (KVC)((PAVC)
KING COVE, ALASKA



TAKEOFF MINIMUMS
Rwy 7: Standard with a minimum climb of 245 feet per NM to 640. Do not exceed 160 knots until passing JIMAV WP.
Rwy 25: NA-obstacles.

TAKEOFF OBSTACLE
Rwy 7: Tree 193′ from departure end of runway, 523′ right of centerline, 15′ AGL/214′ MSL. Trees 634′ from departure end of runway, 649′ left of centerline, 15′ AGL/214′ MSL.

NOTE: Cat C & D NA.

NOTE:
1. GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAY 7: Climb via heading 074° to 640′, then climbing right turn to 4000 direct CIMUD WP, and via 166° track to JIMAV WP, and via 211° track to OKDIE WP and right turn via 318° track to CDB VORTAC.

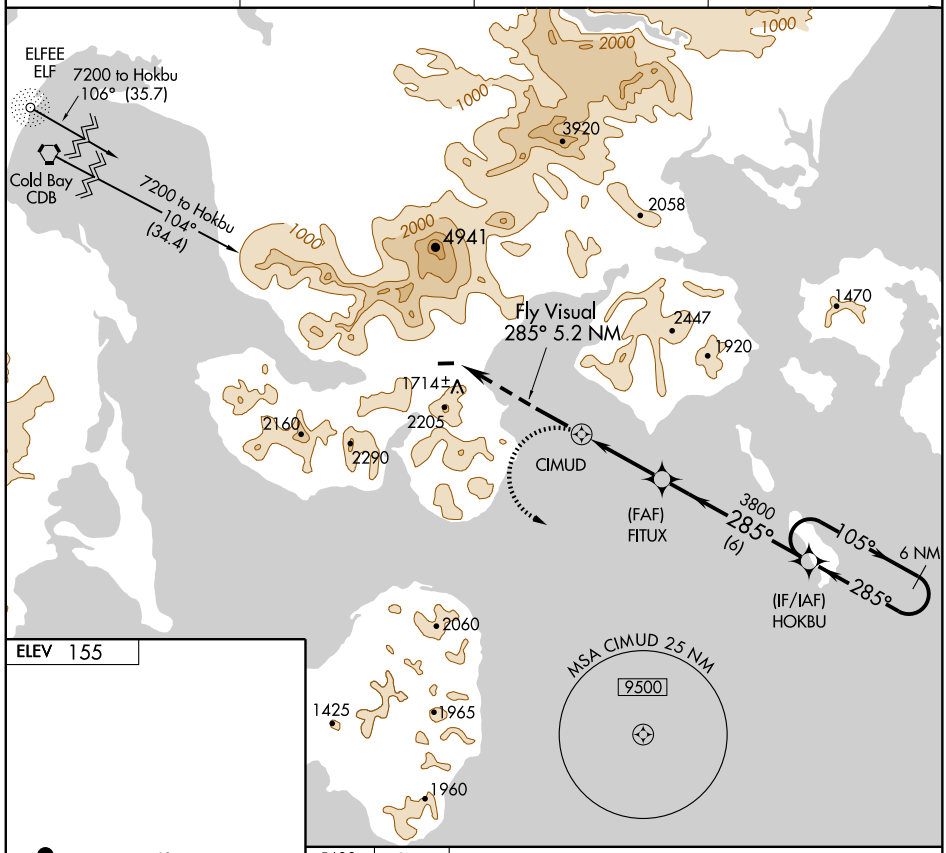
APP CRS	Rwy Idg	N/A
285°	TDZE	N/A
	Apt Elev	155

RNAV (GPS)-A
KING COVE (KVC)(PAVC)

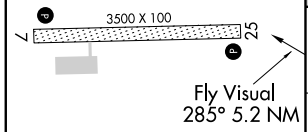
Circling NA north of Rwy 7-25. Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cold Bay altimeter setting.

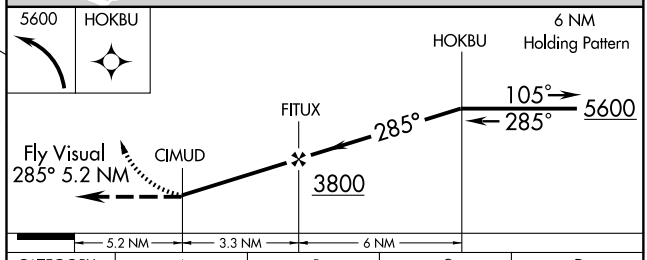
MISSED APPROACH: Climbing left turn to 5600 direct HOKBU and hold, continue climb in hold to 5600.

ASOS	COLD BAY ASOS	ANCHORAGE CENTER	CTAF
118.325	135.75	118.5 278.3	122.9 L



ELEV 155





REIL Rwy 7 L
REIL Rwy 25
MIRL Rwy 7-25 L

CATEGORY	A	B	C	D
CIRCLING	2080-6 1925 (2000-6)	2180-6 2025 (2100-6)	NA	

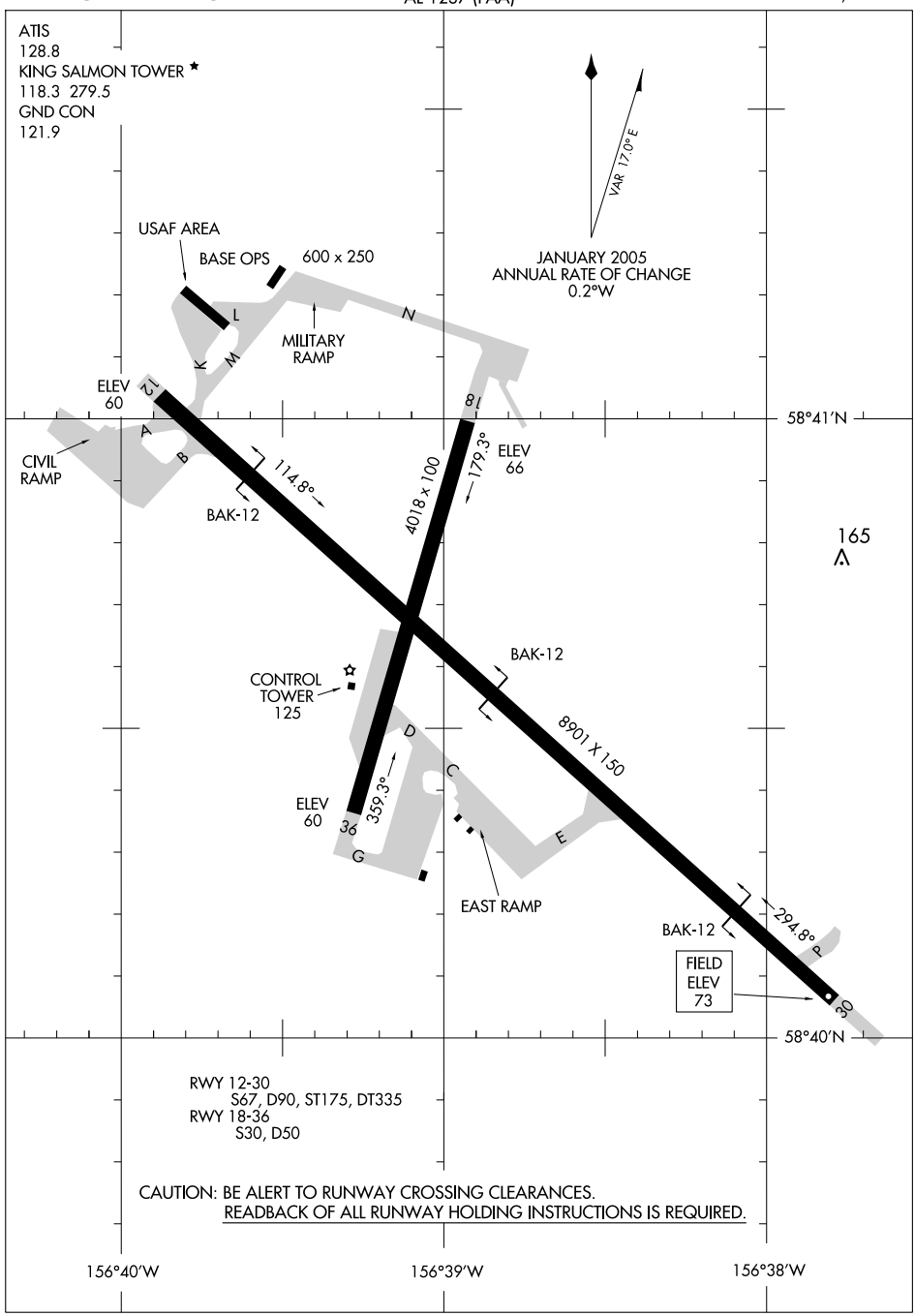
AK, 17 DEC 2009 to 11 FEB 2010

09183

AIRPORT DIAGRAM

AL-1237 (FAA)

KING SALMON (AKN)(PAKN)
KING SALMON, ALASKA



AK, 17 DEC 2009 to 11 FEB 2010

HI-ILS or LOC/DME RWY 12

LOC I-AKN	APCH CRS	Rwy ldg	8901
110.3	116°	TDZE	62
Chan 40		Arpt Elev	73

JAL-1237 [USAF]

KING SALMON (PAKN)

VA * When ALS inop, increase S-ILS CAT E vis to ¾ mile, and S-LOC CAT DE vis 1 mile.
Autopilot coupled approaches not authorized below 500′ MSL.

ALSF-2

† MISSED APPROACH: Climb to 500′, then climbing right turn to 3000′ via heading 240° and AKN VORTAC R-210 to OLLER/AKN 15 DME and hold.

ATIS ★	ANCHORAGE CENTER	CTAF	UNICOM
128.8	124.8 354.0	121.9 L 352.05	122.95

KING SALMON TOWER ★	GND CON	ASOS
118.3 279.5	121.9	

† Standard landing minima not available when tower is closed.

RADAR AND DME REQUIRED

(IAF) NOVET/ RADAR AKN 30

R-296 116° 296° 116°

NIRRI I-AKN 15.3

235 KINGE I-AKN 6.5 109

KING SALMON 112.8 AKN Chan 75

LOCALIZER 110.3 I-AKN Chan 40

265 375

OLLER AKN 15

030° 210° R-210

Max holding 230 KIAS

AKN 20

20 NM

MSA AKN 25 NM 3900

EMERG SAFE ALT 100 NM 9900

1372 2442 1840 2690 590 1156 2440 1140

ELEV 73

172

116° 4.9 NM from FAF

81 70±

TDZE 62

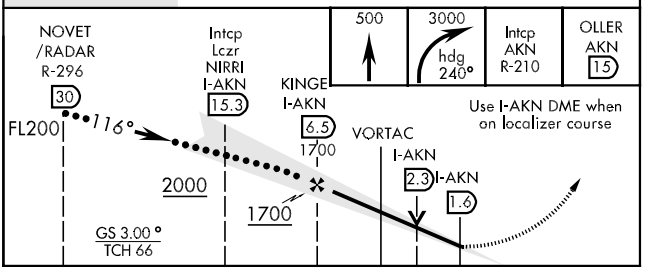
TWR 125

4918 X 100

8901 X 150

100±

36 30



CATEGORY	C	D	E
S-ILS 12*	262-½ 200 (200-½)		
S-LOC 12*	360-½ 298 (300-½)	360-¾ 298 (300-¾)	
CIRCLING	580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

HIRL Rwy 12-30 L
MIRL Rwy 18-36 L

AK, 17 DEC 2009 to 11 FEB 2010

HI-VOR/DME or TACAN RWY 12

VORTAC AKN	APCH CRS	Rwy ldg	8901
112.8	116°	TDZE	62
Chan 75		Arpt Elev	73

JAL-1237 [USAF]

KING SALMON (PAKN)

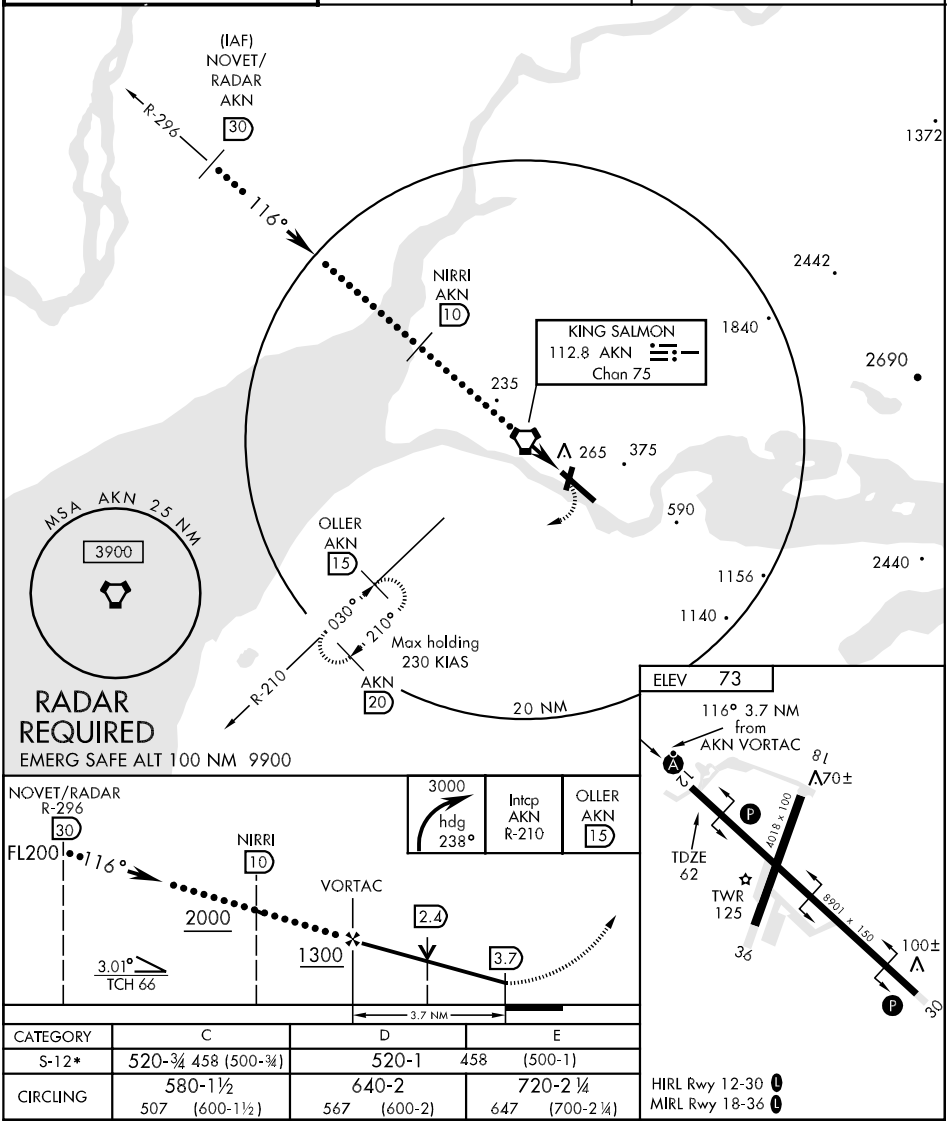
* When ALS inop, increase CAT E vis to 1½ miles.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 238° and AKN VORTAC R-210 to OLLER/15 DME and hold.

ATIS★	ANCHORAGE CENTER	CTAF	UNICOM
128.8	124.8 354.0	121.9 L 352.05	122.95

KING SALMON TOWER ★	GND CON	ASOS
118.3 279.5	121.9	



CATEGORY	C	D	E
S-12*	520-¾ 458 (500-¾)	520-1 458 (500-1)	
CIRCLING	580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2 ¼ 647 (700-2 ¼)

HIRL Rwy 12-30 L
MIRL Rwy 18-36 L

58° 41′N-156° 39′W

KING SALMON (PAKN)

HI-VOR/DME or TACAN RWY 12

AK, 17 DEC 2009 to 11 FEB 2010

KING SALMON, ALASKA

HI-VOR/DME or TACAN RWY 30

VORTAC AKN	APCH CRS	Rwy ldg 8901
112.8	296°	TDZE 73
Chan 75		Arpt Elev 73

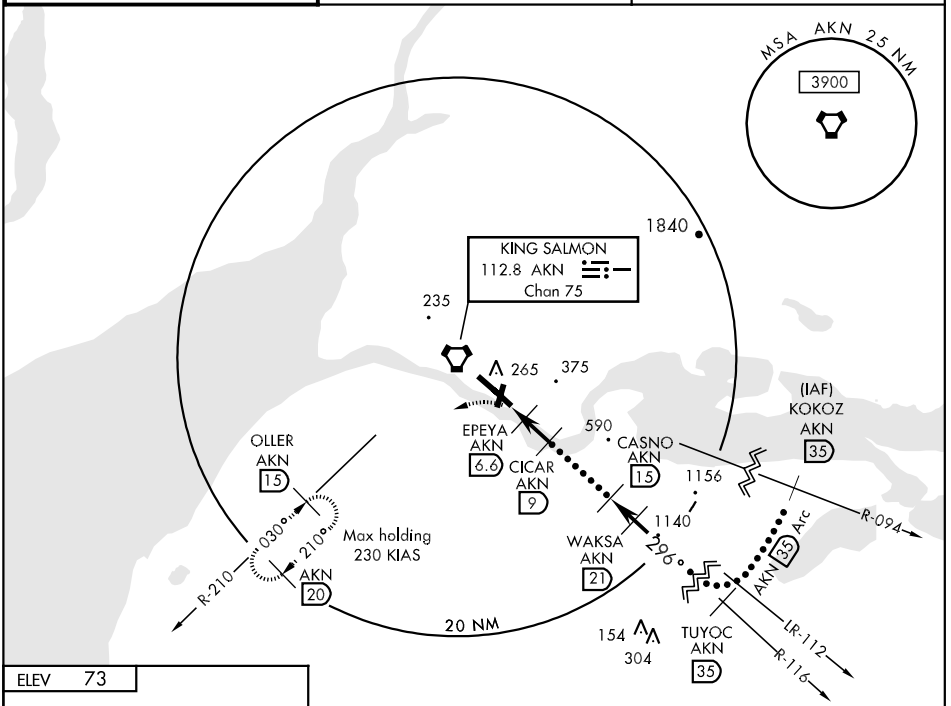
JAL-1237 [USAF]

KING SALMON (PAKN)

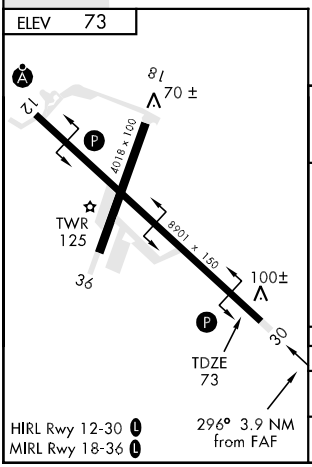
MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via heading 222° and AKN VORTAC R-210 to OLLER/ AKN 15 DME and hold.

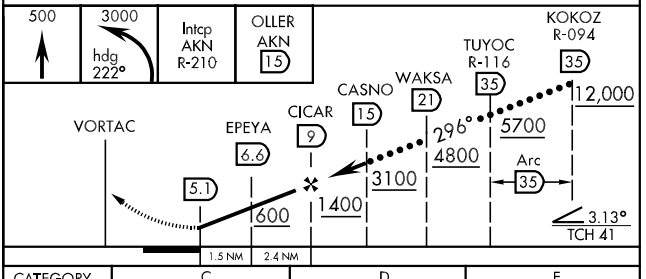
ATIS ★	ANCHORAGE CENTER	CTAF	UNICOM
128.8	124.8 354.0	121.9 (L) 352.05	122.95

KING SALMON TOWER ★	GND CON	ASOS
118.3 279.5	121.9	



EMERG SAFE ALT 100 NM 9900





CATEGORY	C	D	E
S-30	420-1 347 (400-1)	420-1¼ 347 (400-1¼)	
CIRCLING	580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (800-2¼)

KING SALMON, ALASKA

58° 41′N-156° 39′W

KING SALMON (PAKN)

Amdt 4 09015

AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-AKN	APP CRS	Rwy Idg	8901
110.3	116°	TDZE	62
Chan 75		Apt Elev	73

ILS or LOC/DME RWY 12

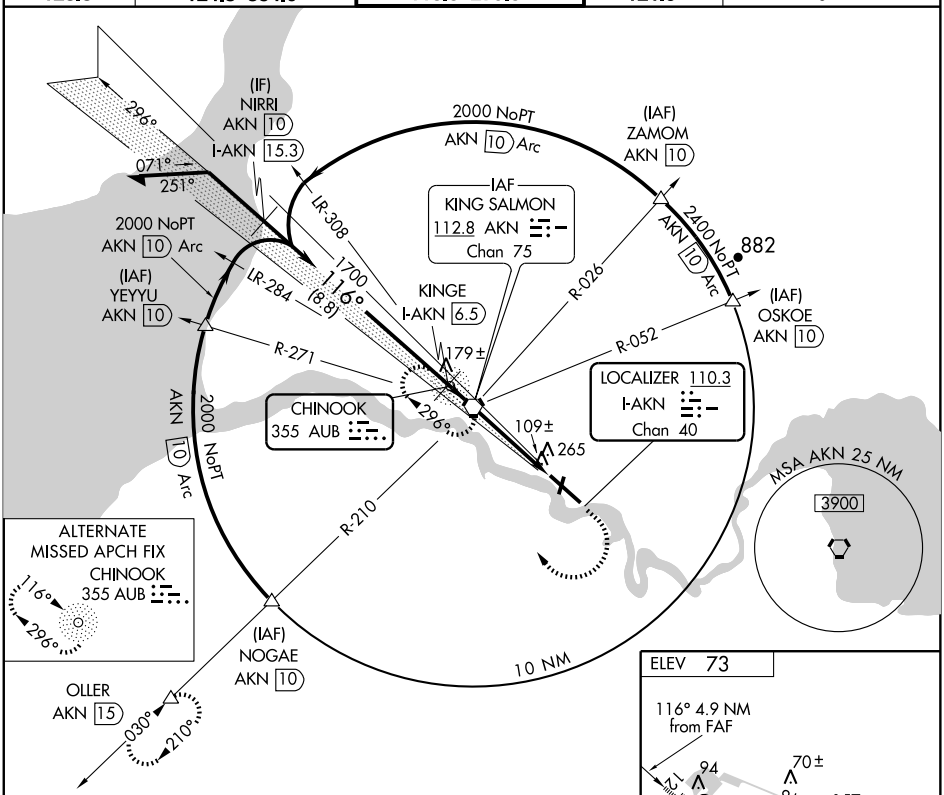
KING SALMON (AKN)(PAKN)

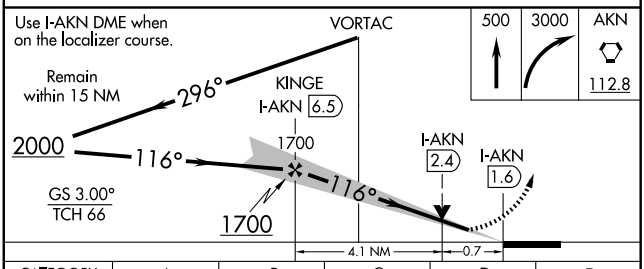
For inoperative ALSF, increase S-ILS 12 Cat E visibility to ¾ mile; increase S-LOC 12 Cat D/E visibility to 1 mile. Autopilot coupled approach not authorized below 500.

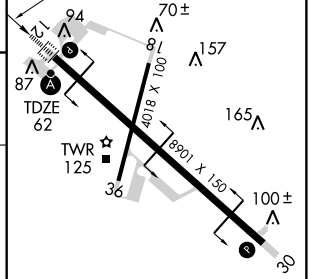
ALSF-2

MISSED APPROACH: Climb to 500, then climbing right turn to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climb to 500, then climbing right turn to 3000 via 240° heading and AKN R-210 to OLLER 15 DME and hold SW, right turn, 030° inbound.)

ATIS	ANCHORAGE CENTER	KING SALMON TOWER ★	GND CON	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	121.9 (L) 352.05







CATEGORY	A	B	C	D	E
S-ILS 12	262-½ 200 (200-½)				
S-LOC 12	360-½ 298 (300-½)			360-¾ 298 (300-¾)	
CIRCLING	580-1 507 (600-1)		580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

MIRL Rwy 18-36 (L)
HIRL Rwy 12-30 (L)

AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-AKN	APP CRS	Rwy Idg	8901
110.3	296°	TDZE	73
		Apt Elev	73

LOC/DME BC RWY 30

KING SALMON (AKN)(PAKN)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climb to 500 then climbing left turn to 3000 via 222° heading and AKN R-210 to OLLER/15 DME and hold SW, right turn, 030° inbound).

ATIS	ANCHORAGE CENTER	KING SALMON TOWER★	GND CON	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	121.9 (L) 352.05

MSA AKN 25 NM
3900

BACK COURSE

10 NM

CHINOOK
355 AUB

2900
AUB NDB
to Pucid
116° (16.1)

(IAF)
OLAYA
AKN 15

R-026

2900 NoPT
AKN 15 Arc

KING SALMON
112.8 AKN
Chan 75

116°
296°

265

2900
AKN VORTAC to Pucid
116° (15)

R-094

108±

PUNNI
I-AKN 3.7

WULAK
I-AKN 0.5

(IAF)
CACCA
AKN 15
244±

LOCALIZER 110.3
I-AKN
Chan 40

R-210

LR-108

1400

296°

(6)

LR-124

2900 NoPT
AKN 15 Arc

(IF/IAF)
PUCID
I-AKN 9.7

1 min
296°
116°

ALTERNATE
MISSED APCH FIX
CHINOOK
355 AUB
116°
296°

(IAF)
OLLER
AKN 15

030°
210°

Maximum holding
airspeed at OLLER
230 KIAS.

*2900 NoPT
AKN 15 Arc

1150

* Terminal route OLLER (IAF) to CASNO via 15 DME Arc
NA for TACAN only equipped aircraft.

ELEV 73

94
70±
81
157
87
165
TWR
125
36
100±
TDZE
73
30
4018 X 100
8901 X 150
296° 3.9 NM
from FAF

3000 | AKN 112.8

Use I-AKN DME when on the localizer course.

PUCID
I-AKN 9.7

One Minute
Holding Pattern

PUNNI
I-AKN 3.7

WULAK
I-AKN 0.5

296°
116°
296°
2900*
1400
3.13°
TCH 45

0.7 | 3.2 NM | 6 NM

CATEGORY	A	B	C	D	E
S-30	360-1 287 (300-1)				
CIRCLING	580-1 507 (600-1)		580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

MIRL Rwy 18-36 (L)
HIRL Rwy 12-30 (L)

AK. 17 DEC 2009 to 11 FEB 2010

WAAS CH 72608 W12A	APP CRS 116°	Rwy Idg 8901 TDZE 62 Apt Elev 73

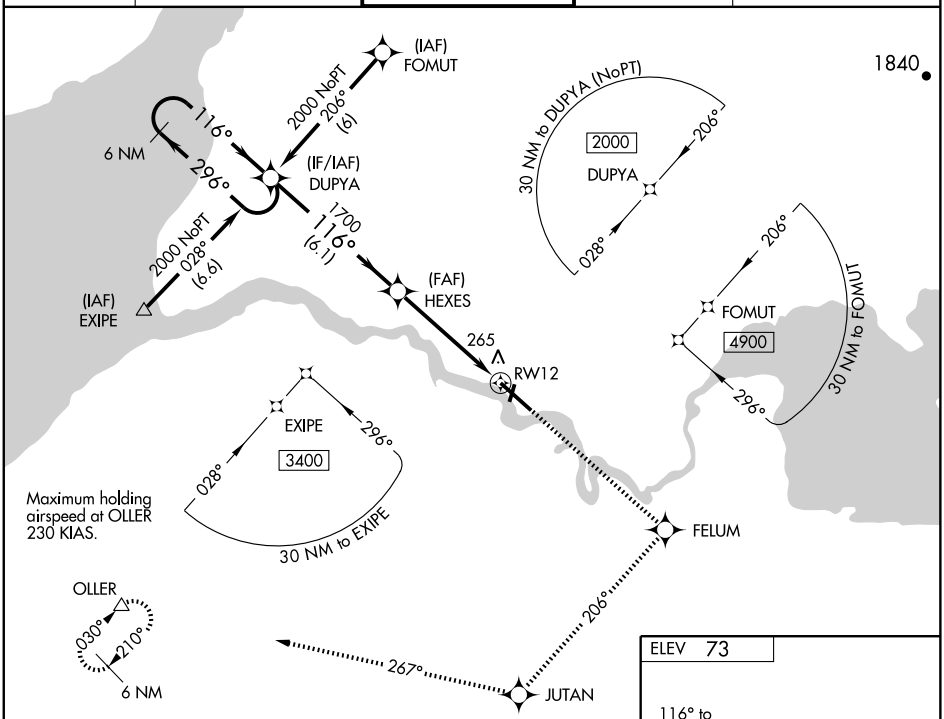
RNAV (GPS) RWY 12
KING SALMON (AKN)(PAKN)

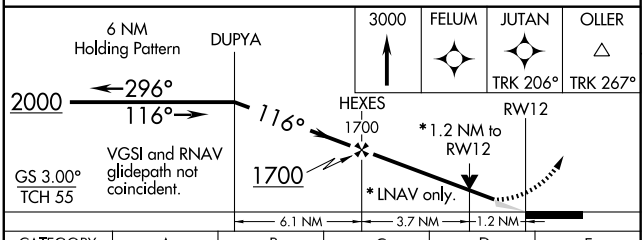
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. For inoperative ALSF increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E visibility to 1¾ mile, LNAV Cat E visibility to 1½ mile..

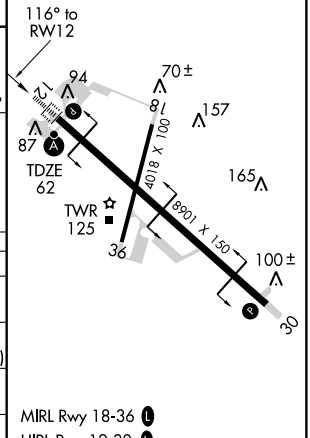
ALSF-2

MISSED APPROACH: Climb to 3000 direct FELUM and via 206° track to JUTAN and via 267° track to OLLER and hold.

ATIS	ANCHORAGE CENTER	KING SALMON TOWER*	GND CON	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	121.9 L 352.05







CATEGORY	A	B	C	D	E
LPV DA	317-½ 255 (300-½)				
LNAV/VNAV DA	524-1 462 (500-1)				524-1¼ 462 (500-1¼)
LNAV MDA	520-½ 458 (500-½)		520-¾ 458 (500-¾)	520-1 458 (500-1)	
CIRCLING	580-1 507 (600-1)		580-½ 507 (600-½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

MIRL Rwy 18-36 L
HIRL Rwy 12-30 L

AK, 17 DEC 2009 to 11 FEB 2010

WAAS CH 77908 W30A	APP CRS 296°	Rwy Idg 8901 TDZE 73 Apt Elev 73

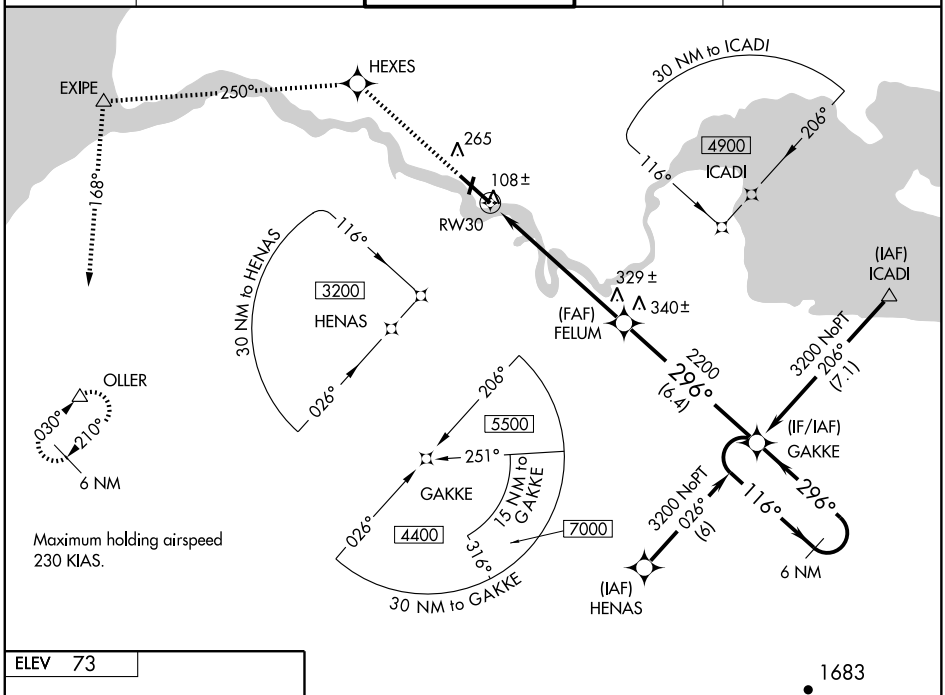
RNAV (GPS) RWY 30

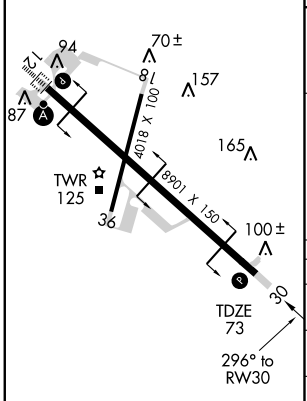
KING SALMON (AKN)(PAKN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

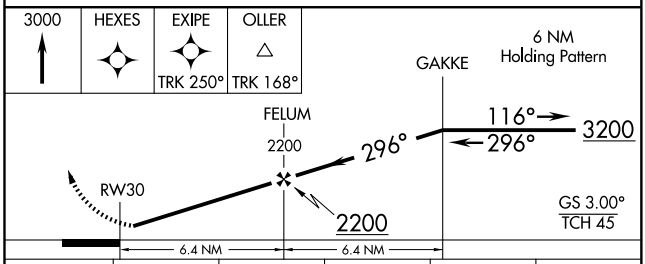
MISSED APPROACH: Climb to 3000 direct HEXES and via 250° track to EXIPE and via 168° track to OLLER and hold.

ATIS	ANCHORAGE CENTER	KING SALMON TOWER*	GND CON	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	121.9 (L) 352.05





MIRL Rwy 18-36 (L)
HIRL Rwy 12-30 (L)



CATEGORY	A	B	C	D	E
LPV DA	323-1 250 (300-1)				
LNAV/VNAV DA	358-1 285 (300-1)				
LNAV MDA	600-1 527 (600-1)		600-1½ 527 (600-1½)	600-1¾ 527 (600-1¾)	
CIRCLING	600-1 527 (600-1)		600-1½ 527 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

AK, 17 DEC 2009 to 11 FEB 2010

VORTAC AKN	APP CRS	Rwy Idg	8901
112.8	296°	TDZE	73
Chan 75		Apt Elev	73

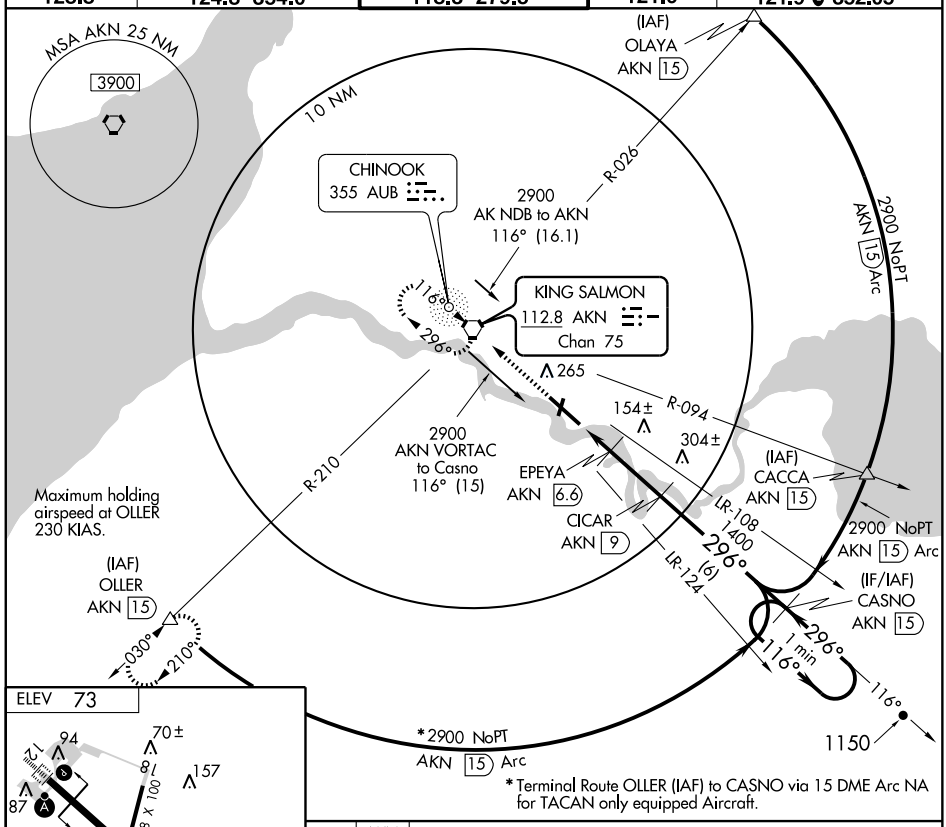
VOR/DME or TACAN RWY 30

KING SALMON (AKN)(PAKN)

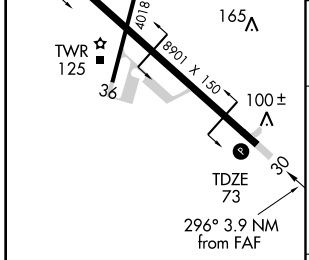
T A Visibility reduction by helicopters NA.

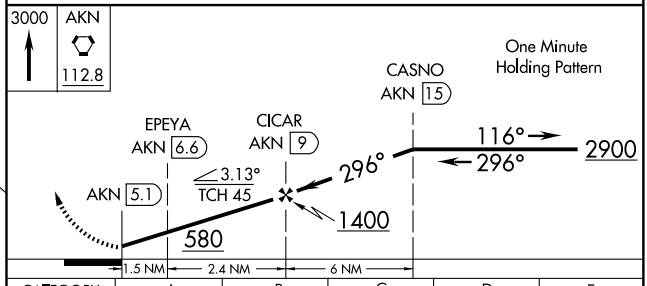
MISSED APPROACH: Climb to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climb to 500, then climbing left turn to 3000 via 222° heading and AKN R-210 to OLLER/AKN 15 DME and hold SW, right turn, 030° inbound).

ATIS	ANCHORAGE CENTER	KING SALMON TOWER★	GND CON	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	121.9 (L) 352.05



*Terminal Route OLLER (IAF) to CASNO via 15 DME Arc NA for TACAN only equipped Aircraft.





CATEGORY	A	B	C	D	E
S-30	420-1 347 (400-1)			420-1¼ 347 (400-1¼)	
CIRCLING	580-1 507 (600-1)		580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

MIRL Rwy 18-36 (L)
HIRL Rwy 12-30 (L)

AK, 17 DEC 2009 to 11 FEB 2010

KING SALMON, ALASKA

AL-1237 (FAA)

VORTAC AKN	APP CRS	Rwy Idg	8901
112.8	116°	TDZE	62
Chan 75		Apt Elev	73

VOR or TACAN RWY 12

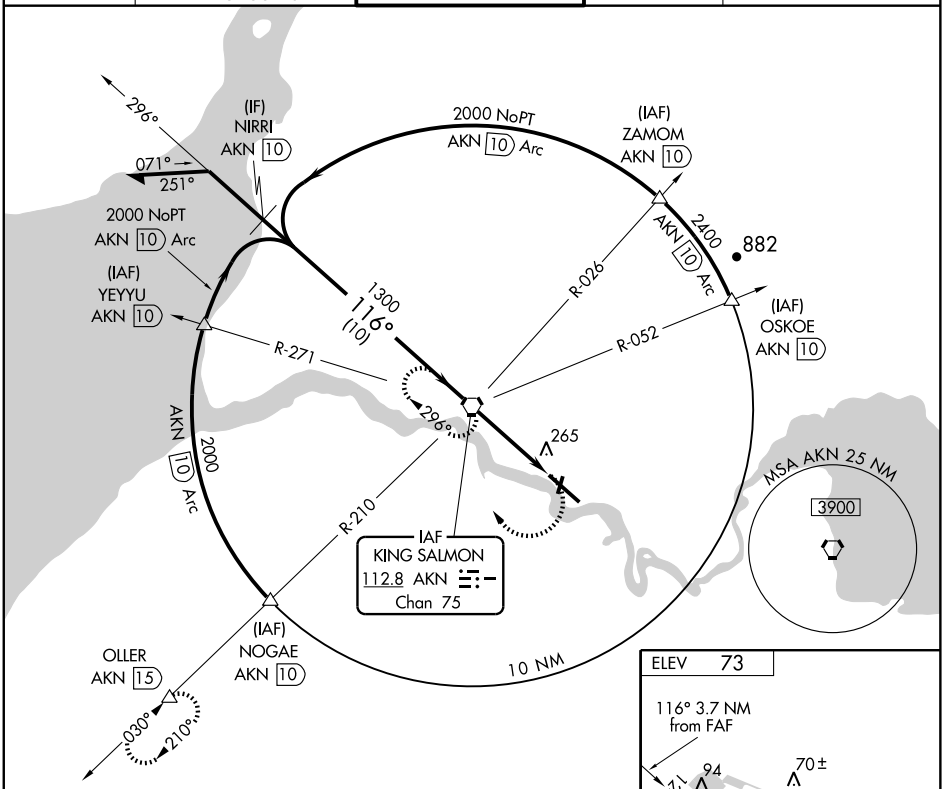
KING SALMON (AKN)(PAKN)

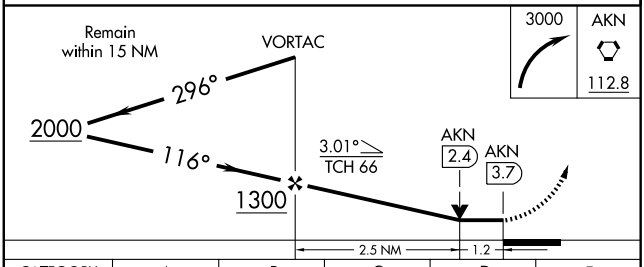
For inoperative ALSF, increase Cat E visibility 1½ mile.

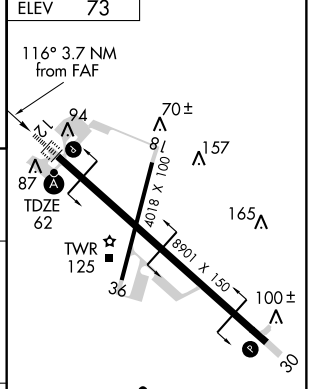
ALSF-2

MISSED APPROACH: Climbing right to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climbing right turn to 3000 via 238° heading and AKN R-210 to OLLER 15 DME and hold SW, right turn, 030° inbound.)

ATIS	ANCHORAGE CENTER	KING SALMON TOWER ★	GND CON	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	121.9 (L) 352.05







CATEGORY	A	B	C	D	E
S-12	520-½	458 (500-½)	520-¾ 458 (500-¾)	520-1	458 (500-1)
CIRCLING	580-1	507 (600-1)	580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

AK, 17 DEC 2009 to 11 FEB 2010

KIPNUK, ALASKA

AL-9464 (FAA)

RNAV (GPS) RWY 15

KIPNUK (IIK) (PAKI)

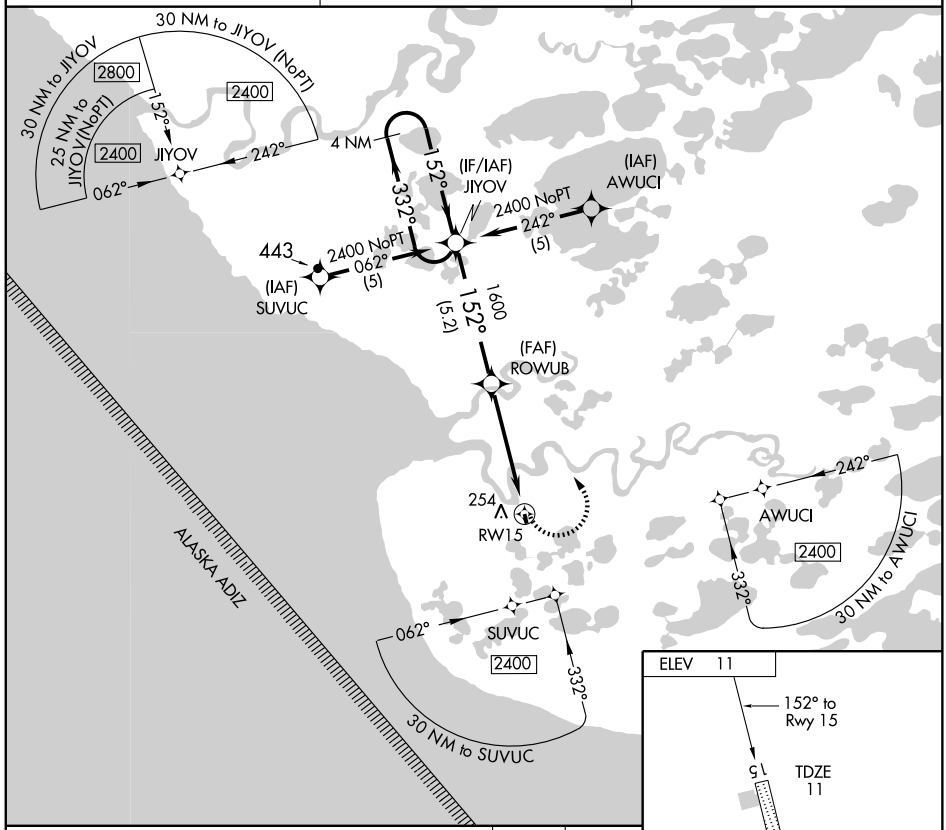
APP CRS	Rwy Idg	2120
152°	TDZE	11
	Apt Elev	11

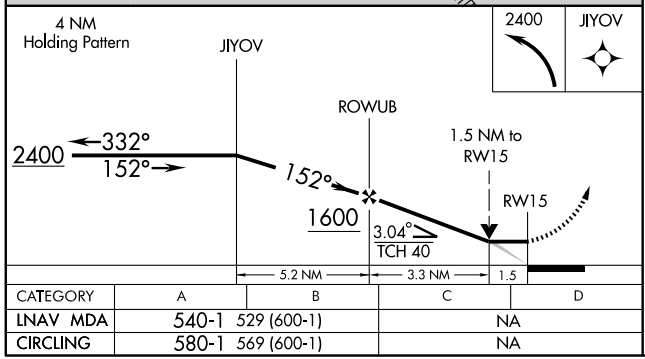
T
A NA

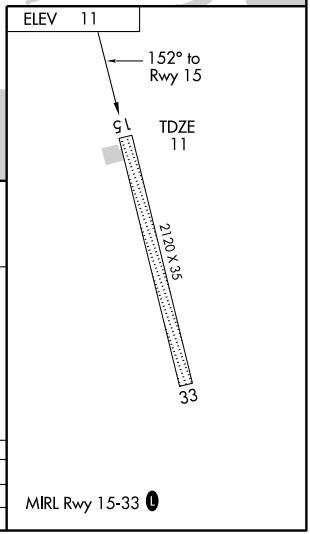
Procedure NA at night. GPS or RNP-0.3 required, DME/DME RNP-0.3 NA. VDP not available with Mekoryuk altimeter setting If local altimeter setting not received, use Mekoryuk altimeter setting and increase all MDA's 180 feet.

MISSED APPROACH: Climbing left turn to 2400 direct JIYOV and hold.

ASOS	ANCHORAGE CENTER	CTAF
118.325	125.2 372.0	122.7 L







CATEGORY	A	B	C	D
LNAV MDA	540-1	529 (600-1)	NA	
CIRCLING	580-1	569 (600-1)	NA	

MIRL Rwy 15-33 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	2120
318°	TDZE	11
	Apt Elev	11

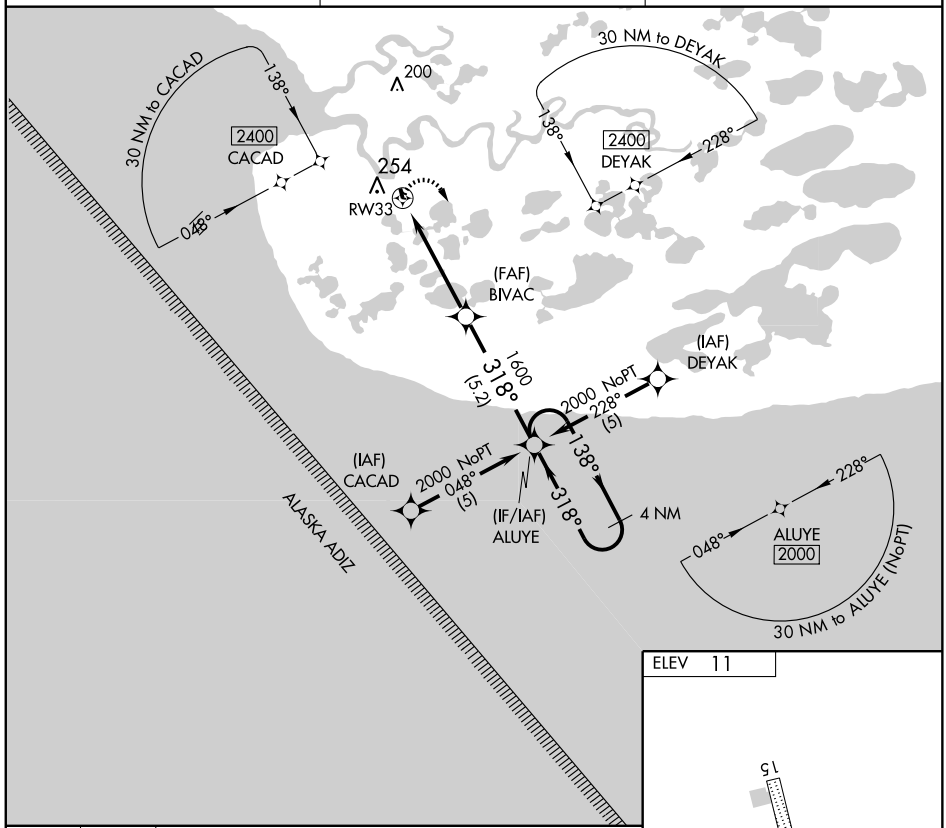
RNAV (GPS) RWY 33

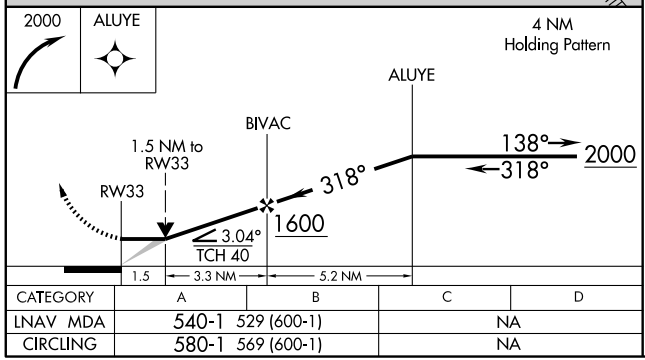
KIPNUK (IIK) (PAKI)

T NA — Procedure NA at night. GPS or RNP-0.3 required, DME/DME RNP-0.3 NA. VDP not available with Mekoryuk altimeter setting. If local altimeter setting not received, use Mekoryuk altimeter setting and increase all MDA's 180 feet.

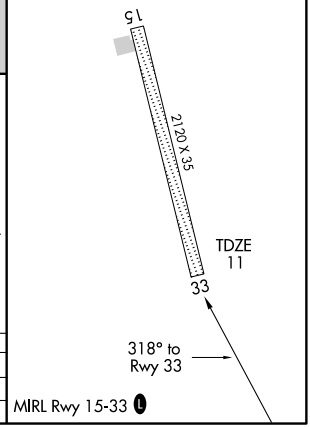
MISSED APPROACH: Climbing right turn to 2000 direct ALUYE and hold.

ASOS	ANCHORAGE CENTER	CTAF
118.325	125.2 372.0	122.7 L





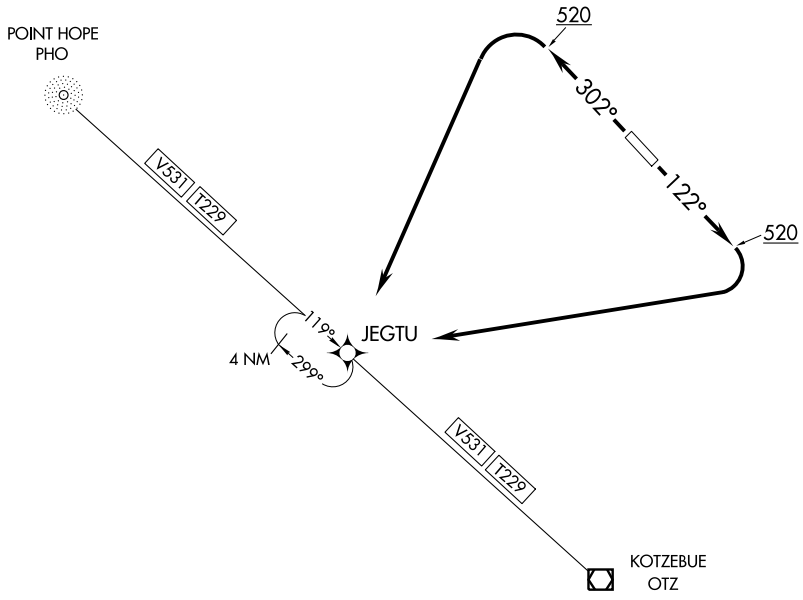
CATEGORY	A	B	C	D
LNAV MDA	540-1	529 (600-1)	NA	
CIRCLING	580-1	569 (600-1)	NA	



AK, 17 DEC 2009 to 11 FEB 2010

JEGTU ONE DEPARTURE (RNAV)

NOATAK AWOS-3
135.75
ANCHORAGE CENTER
119.2 263.0
(CTAF) 122.8



TAKE-OFF MINIMUMS

Rwy 12, 30: Standard.

NOTE:
1. GPS Required
2. RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Climb heading 122° to 520′, then right turn direct JEGTU, Thence . . . .

TAKE-OFF RWY 30: Climb heading 302° to 520′, then left turn direct JEGTU, Thence . . . .

. . . . climb in JEGTU holding pattern to cross JEGTU at or above MEA for route of flight before proceeding on course.

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3000
122°	TDZE	13
	Apt Elev	13

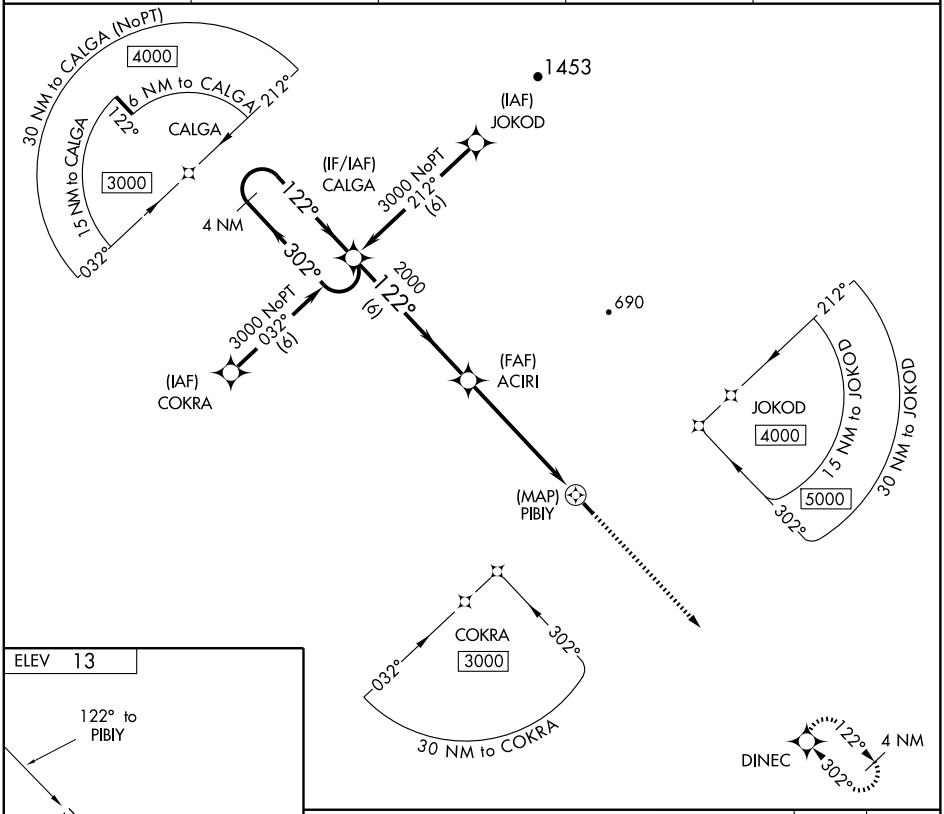
RNAV (GPS) RWY 12

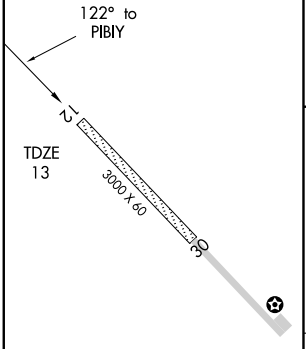
KIVALINA (KVL)(PAVL)

⚠ DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Noatak altimeter setting and increase all MDA 340 feet and Cat C visibility ¾ mile.

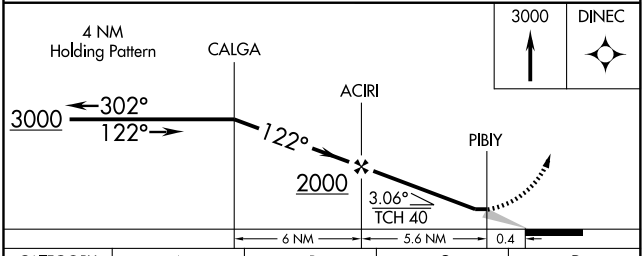
MISSED APPROACH: Climb to 3000 direct DINEC and hold.

ASOS	NOATAK AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	UNICOM
135.8	135.75	119.2 263.0	122.55	122.8 (CTAF) L





MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	340-1 327 (400-1)			NA
CIRCLING	440-1 427 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	NA

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3000
302°	TDZE	13
	Apt Elev	13

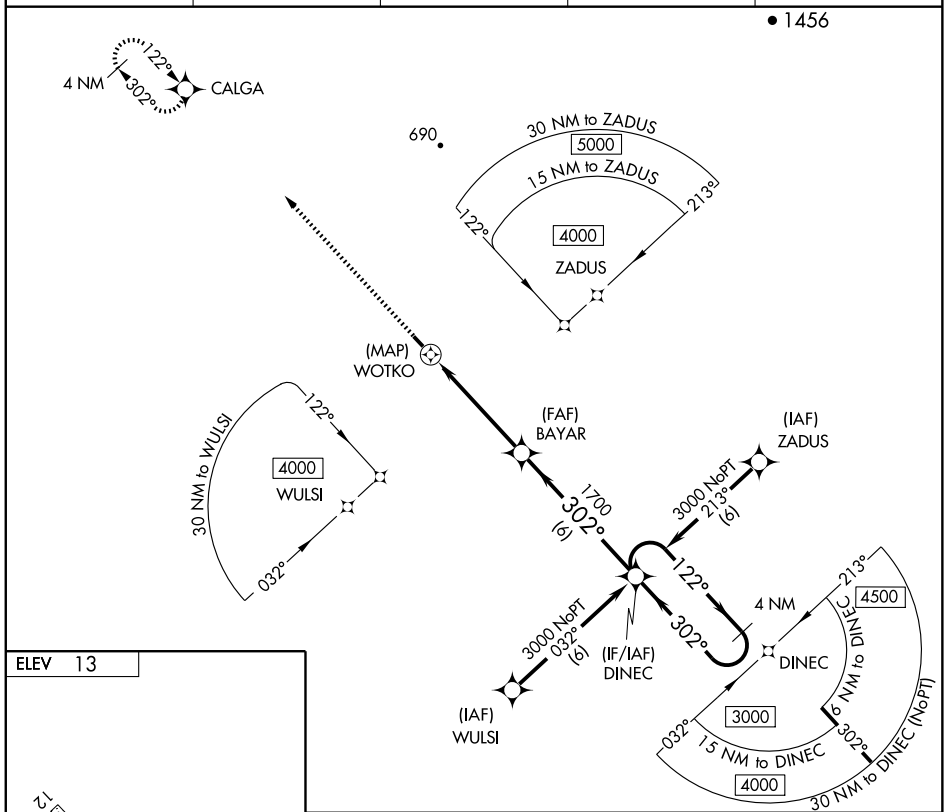
RNAV (GPS) RWY 30

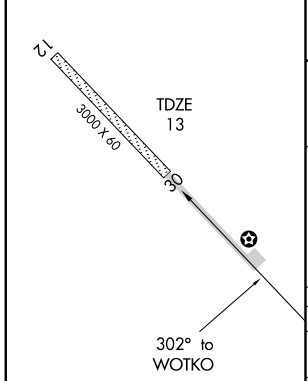
KIVALINA (KVL)(PAVL)

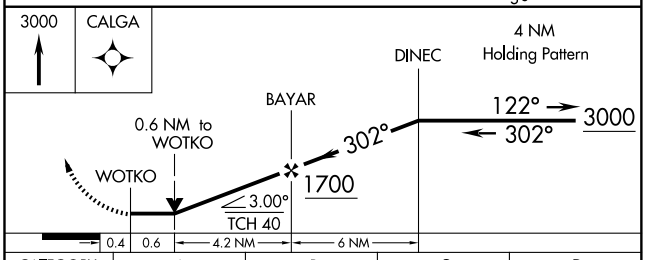
DME/DME or RNP-0.3 NA. When local altimeter setting not received, use Noatak altimeter setting and increase all MDA 340 feet and LNAV Cat C visibility 1 mile and circling Cat C visibility ¾ mile. VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 3000 direct CALGA and hold.

ASOS	NOATAK AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	UNICOM
135.8	135.75	119.2 263.0	122.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	380-1 367 (400-1)			NA
CIRCLING	380-1 367 (400-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	NA

APP CRS	Rwy Idg	5000
020°	TDZE	57
	Apt Elev	80

GPS RWY 2

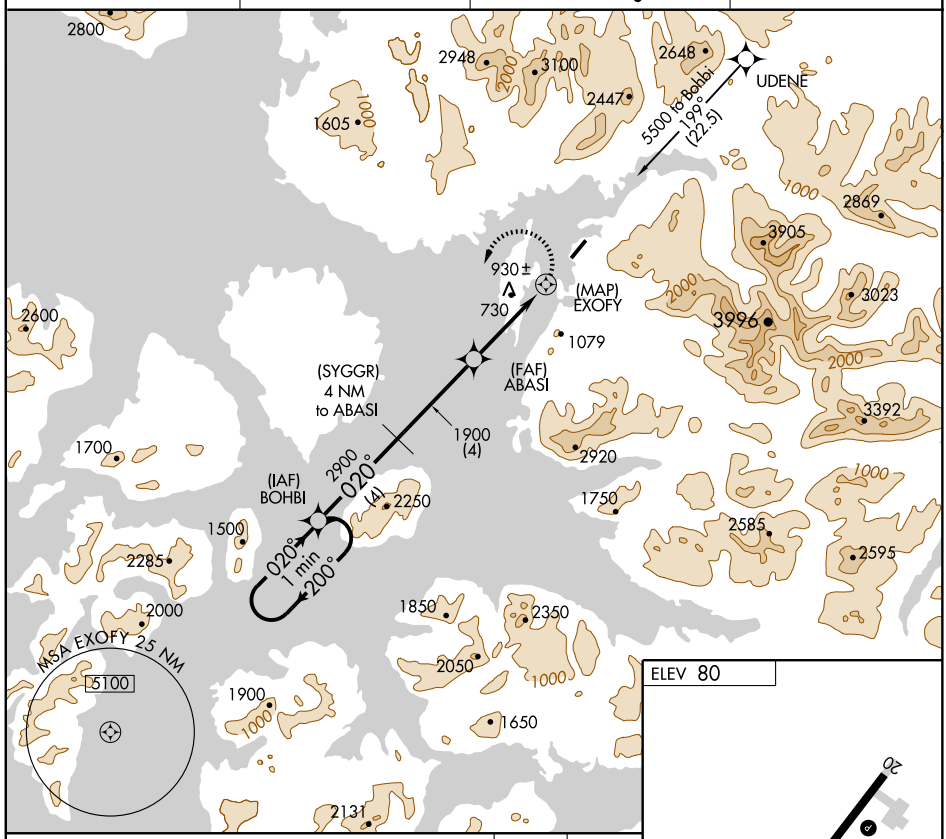
KLAWOCK (AKW) (PAKW)

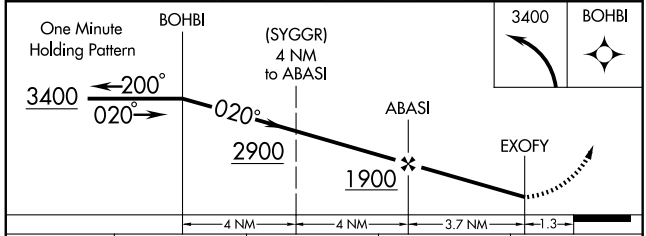
Circling not authorized east of Rwy 2-20.

NA

MISSED APPROACH: Climbing left turn to 3400 direct BOHBI and hold.

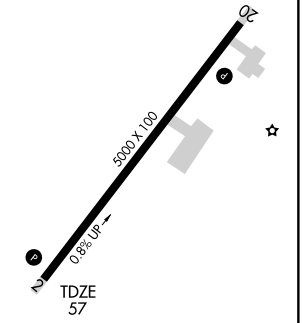
ASOS	ANCHORAGE CENTER	KETCHIKAN RADIO	CTAF
135.45	118.5 284.6	122.25 L	120.9





CATEGORY	A	B	C	D
S-2	1180-1½ 1123 (1100-1½)		1180-3 1123 (1100-3)	NA
CIRCLING	1180-1½ 1100 (1100-1½)		1180-3 1100 (1100-3)	NA

ELEV 80



REIL Rwys 2 and 20

MIRL Rwy 2-20 L

AK, 17 DEC 2009 to 11 FEB 2010

KLAWOCK, ALASKA

AL-9230 (FAA)

NDB/DME RWY 2

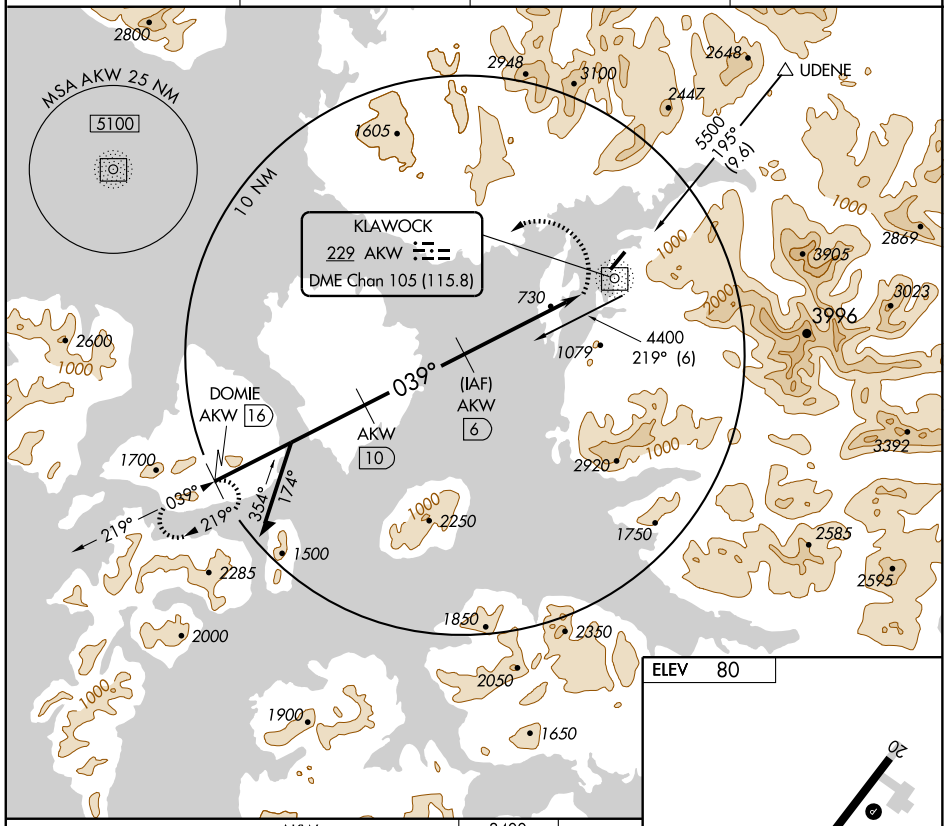
KLAWOCK (AKW) (PAKW)

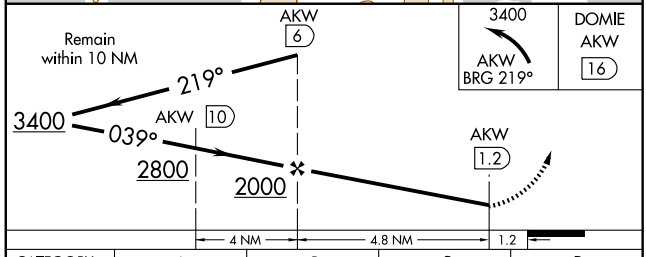
NDB/DME AKW	APP CRS	Rwy Idg	5000
229	039°	TDZE	57
Chan 105 (115.8)		Apt Elev	80

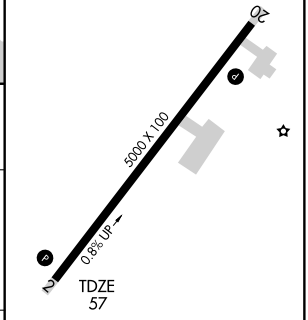
Circling not authorized east of Rwy 2-20.

MISSED APPROACH: Climbing left turn to 3400 to intercept AKW 219° bearing to DOMIE/16 DME and hold.

ASOS	ANCHORAGE CENTER	KETCHIKAN RADIO	CTAF
135.45	118.5 284.6	122.25 L	120.9







REIL Rwys 2 and 20
MIRL Rwy 2-20 L

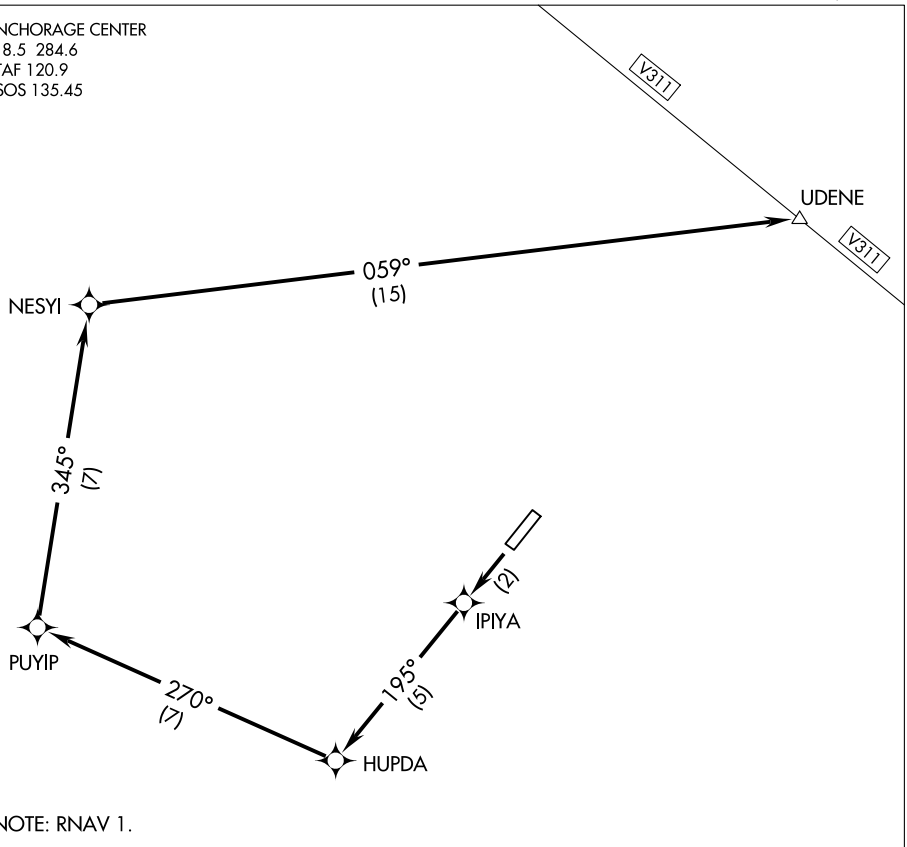
CATEGORY	A	B	C	D
S-2	1280-1½	1223 (1200-1½)	1280-3 1223 (1200-3)	NA
CIRCLING	1280-1½	1200 (1200-1½)	1280-3 1200 (1200-3)	NA

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

UDENE ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
118.5 284.6
CTAF 120.9
ASOS 135.45



NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF MINIMUMS

Rwy 2: NA- Obstacles.
Rwy 20: Standard with a minimum climb of 422′ per NM to 2500.

TAKE-OFF OBSTACLE NOTES

Rwy 20: Trees beginning 4811′ from DER, 1716′ right of centerline, up to 158′ AGL/557′ MSL.
Trees 5964′ from DER, 1370′ left of centerline, up to 158′ AGL/357′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 20: Climb to 6000 direct IPIYA and via depicted route to UDENE.

KOBUK, ALASKA

AL-10304 (FAA)

APP CRS	Rwy Idg	4000
080°	TDZE	137
	Apt Elev	137

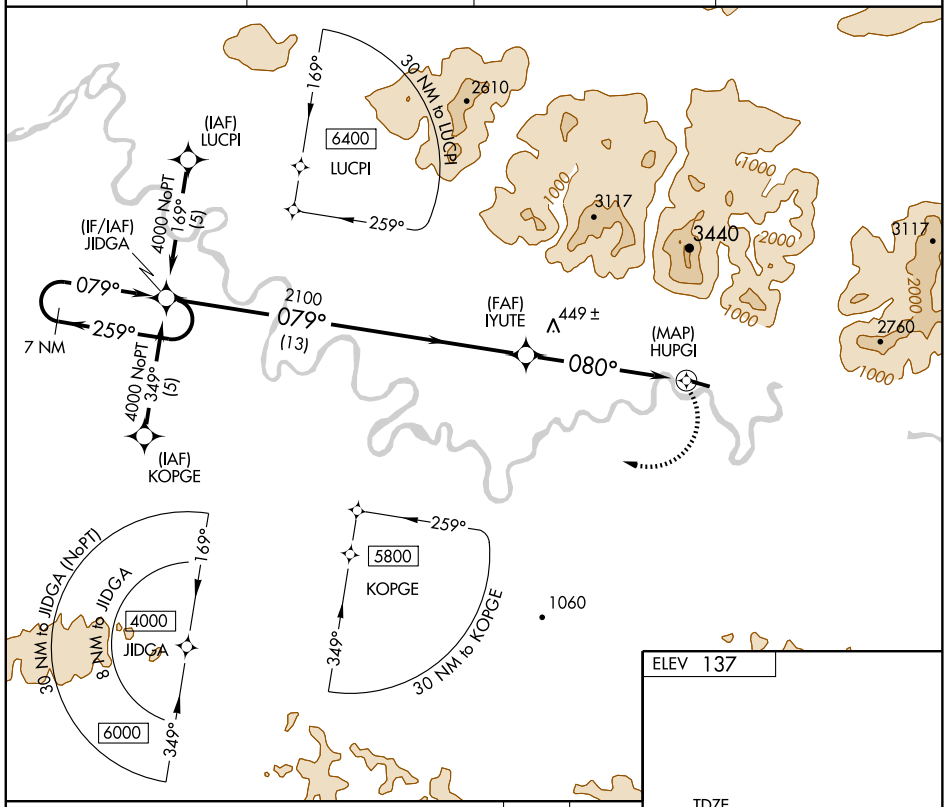
RNAV (GPS) RWY 9

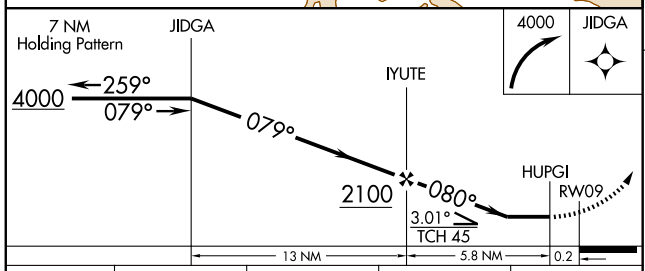
KOBUK (OBU) (PAOB)

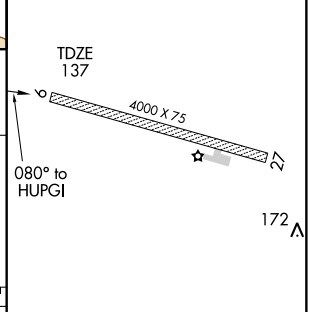
Use Ambler altimeter setting. Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4000 direct JIDGA and hold.

AMBLER AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
132.1	119.2 263.0	122.0	122.7 L







CATEGORY	A	B	C	D
LNAV MDA	780-1	643 (700-1)	780-1¾ 643 (700-1¾)	780-2 643 (700-2)
CIRCLING	780-1	643 (700-1)	780-1¾ 643 (700-1¾)	780-2 643 (700-2)

MIRL Rwy 9-27 L

AK, 17 DEC 2009 to 11 FEB 2010

KOBUK, ALASKA

AL-10304 (FAA)

APP CRS		
274°	Rwy Idg	4000
	TDZE	137
	Apt Elev	137

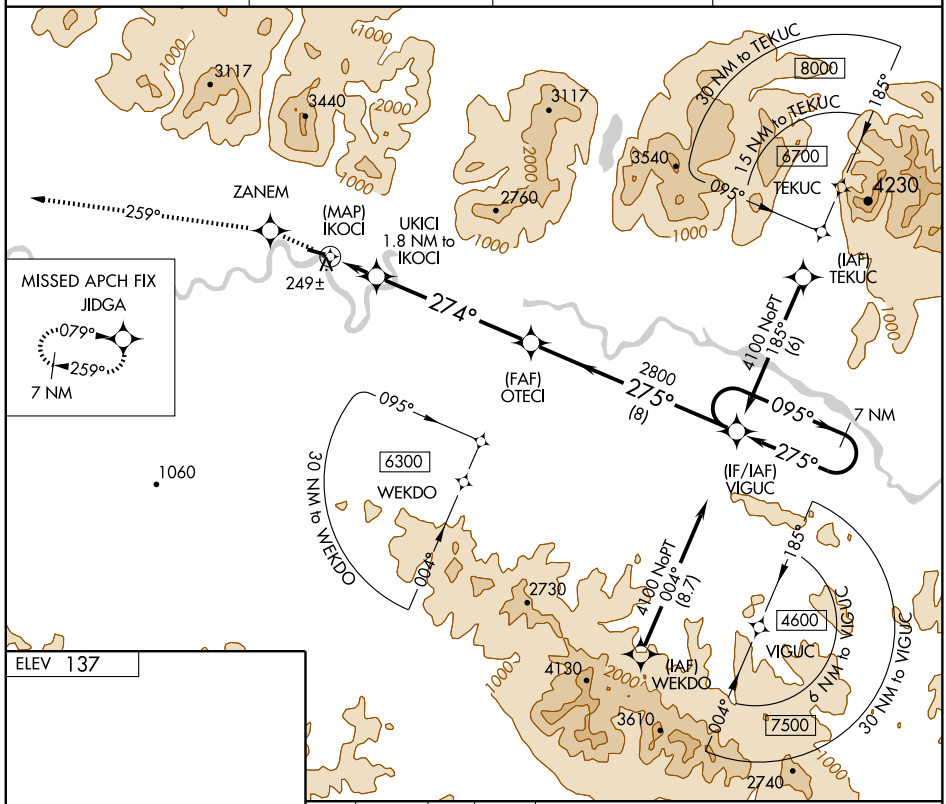
RNAV (GPS) RWY 27

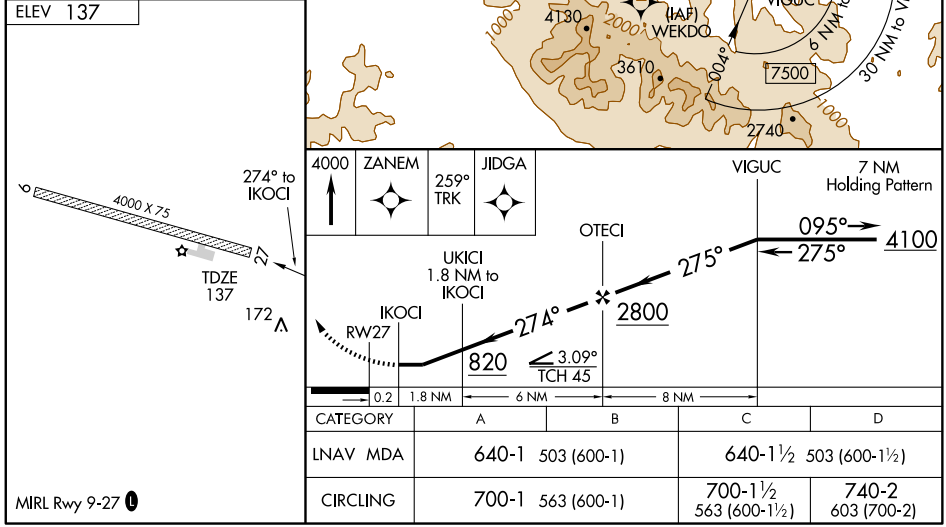
KOBUK (OBU) (PAOB)

Use Ambler altimeter setting. Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb 4000 direct ZANEM and via 259° track to JIDGA and hold.

AMBLER AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
132.1	119.2 263.0	122.0	122.7 L





CATEGORY	A	B	C	D
LNAV MDA	640-1 503 (600-1)		640-1½ 503 (600-1½)	
CIRCLING	700-1 563 (600-1)		700-1½ 563 (600-1½)	740-2 603 (700-2)

MIRL Rwy 9-27 L

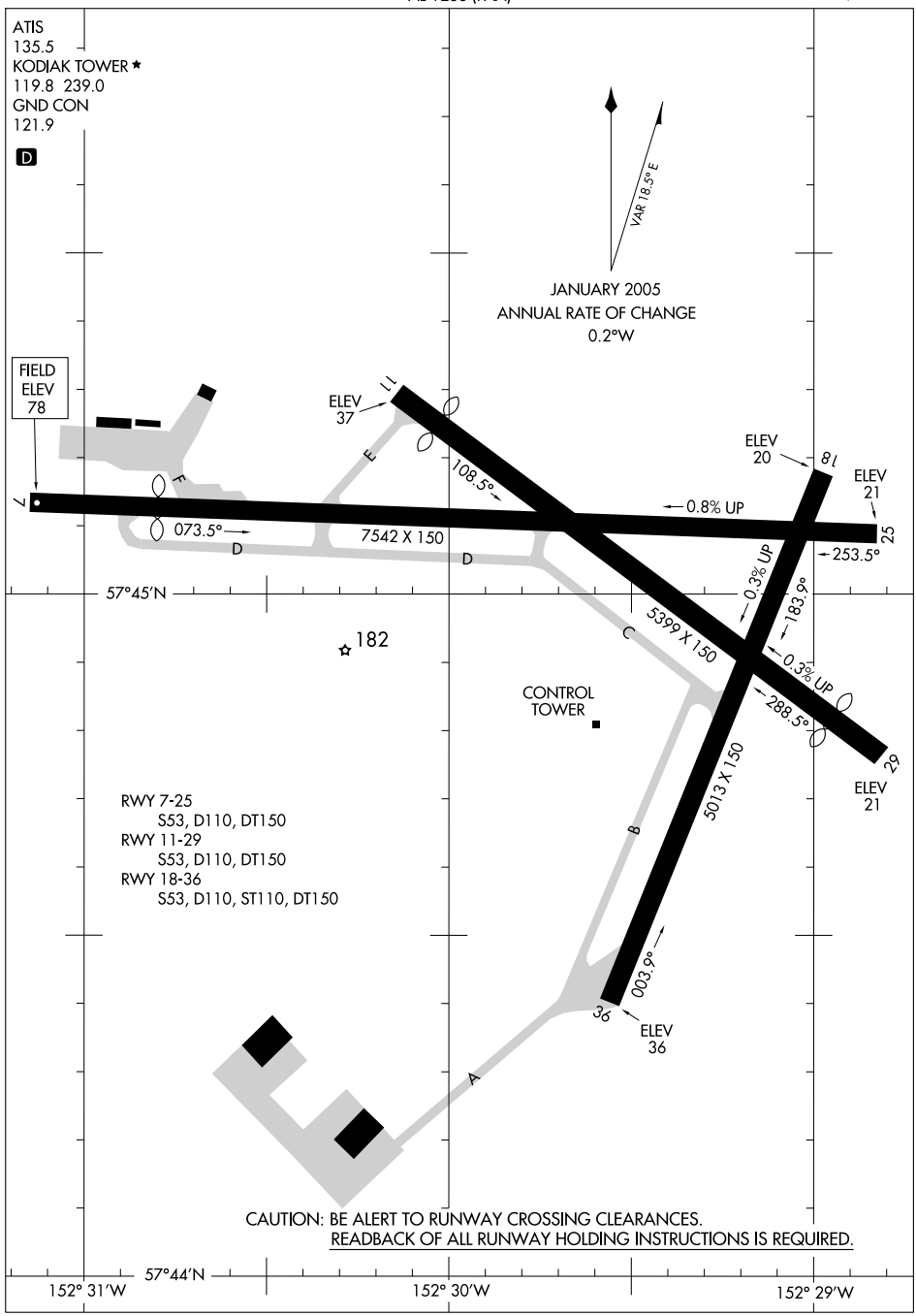
AK, 17 DEC 2009 to 11 FEB 2010

09013

AIRPORT DIAGRAM

AL-1238 (FAA)

KODIAK (ADQ)(PADQ)
KODIAK, ALASKA



AK, 17 DEC 2009 to 11 FEB 2010

KODIAK, ALASKA

AL-1238 (FAA)

LOC/DME I-ADQ	APP CRS	Rwy Idg 7542
110.9	254°	TDZE 33
Chan 46		Apt Elev 78

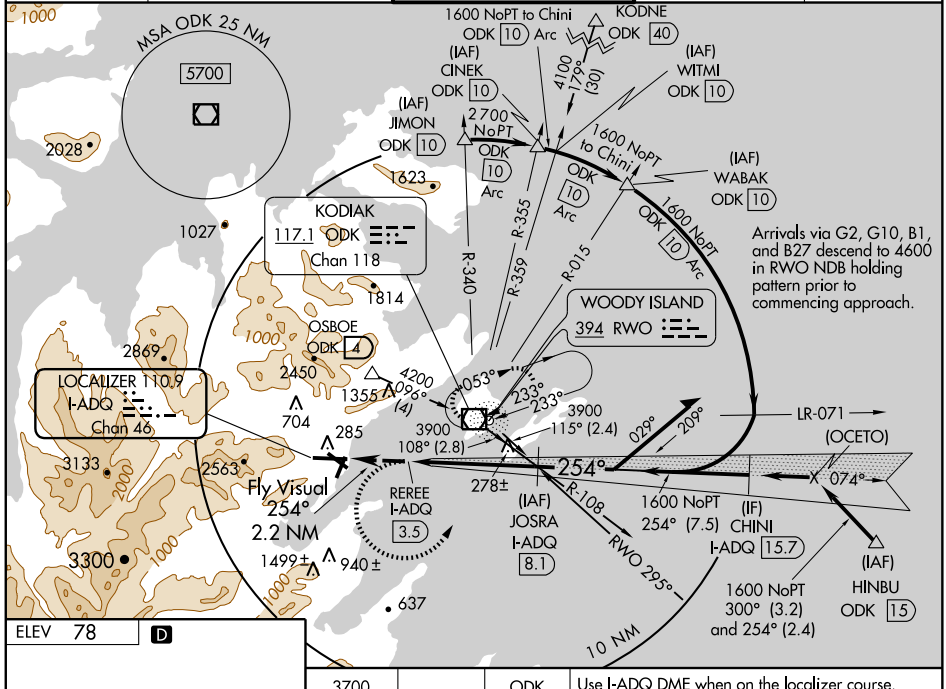
ILS or LOC/DME Y RWY 25

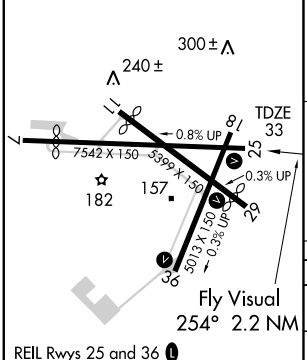
KODIAK (ADQ)(PADQ)

Circling NA west of Rwy 18-36. Circling to Rwy 25, 29 and 36 NA north of Rwy 7-25. Circling to Rwy 18 and 36 NA at night.
Rapidly rising terrain north, west, and south of airport.
ILS unusable from 2 DME inbound.

MISSED APPROACH: Climbing left turn to 3700 via heading 075° then left turn direct ODK VOR/DME and hold.

ATIS	ANCHORAGE CENTER	KODIAK TOWER *	GND CON	UNICOM
135.5	125.1 281.4	119.8 (CTAF) L 239.0	121.9	122.8

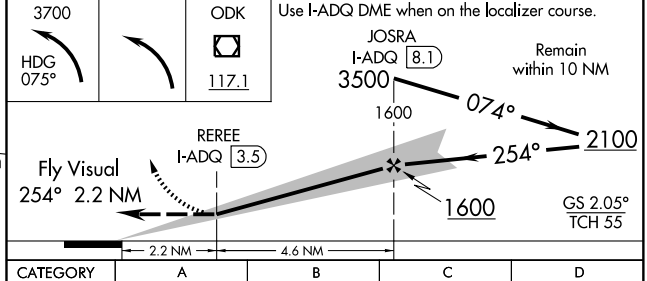




REIL Rwys 25 and 36 L

HIRL Rwys 7-25, 11-29 and 18-36 L

Knots	60	90	120	150	180
Min:Sec					



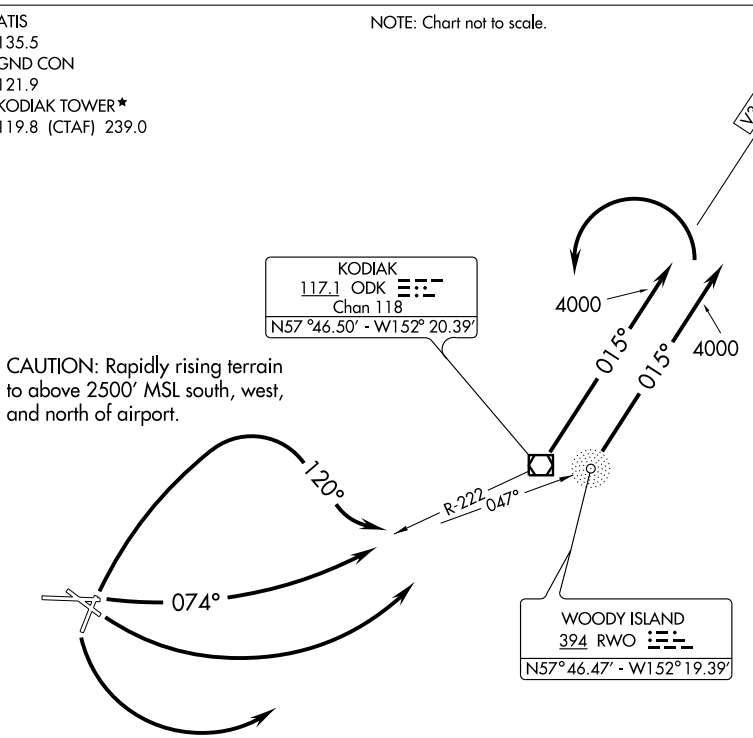
CATEGORY	A	B	C	D
S-ILS 25	542-2	509 (500-2)	636-3 603 (600-3)	697-4 664 (700-4)
S-LOC 25	580-2	547 (600-2)	620-2 587 (600-2)	1060-3 1027 (1100-3)
CIRCLING 29, 36, 25	660-2½ 582 (600-2½)	720-2½ 642 (700-2½)	740-3 662 (700-3)	1060-4 982 (1000-4)
CIRCLING 18	660-2½ 582 (600-2½)	1060-2½ 982 (1000-2½)	1260-3 1182 (1200-3)	1660-4 1582 (1600-4)

AK. 17 DEC 2009 to 11 FEB 2010

KODIAK FIVE DEPARTURE (OBSTACLE)

ATIS
135.5
GND CON
121.9
KODIAK TOWER★
119.8 (CTAF) 239.0

NOTE: Chart not to scale.



TAKEOFF MINIMUMS:
Rwy 7: Standard.
Rwy 11: 300-2 or standard with minimum climb of 265' per NM to 500.
Rwy 18: Standard with the following minimum climb requirements: 150K or less, 400 feet per NM to 1200; more than 150K, 530 feet per NM to 1900, or 3200-3 for climb in visual conditions. Resume normal speed after passing ODK VOR/DME/RWO NDB.
Rwy 25: NA - Terrain.
Rwy 29: NA at night. 2500-5.
Rwy 36: NA at night. 1400-3 with the following minimum climb requirements: 150K or less, 500 feet per NM to 1600; more than 150K, 665 feet per NM to 1800, or 3200-3 for climb in visual conditions. Resume normal speed after passing ODK VOR/DME/RWO NDB.

TAKE-OFF OBSTACLE NOTES:
Rwy 7, vehicle and ship beginning 50' from DER, on centerline, 135' AGL/135' MSL.
Rwy 11, vehicle and ship beginning 50' from DER, on centerline, up to 135' AGL/135' MSL.
Tree 1.7 NM from DER, 2679' right of centerline, up to 100' AGL/360' MSL.
Rwy 18, multiple trees and vehicle beginning 4' from DER, on centerline, up to 100' AGL/134' MSL.
Multiple trees 295' from DER, 357' right of centerline, up to 100' AGL/140' MSL.
Rwy 29, multiple trees, bushes, and terrain, 336' from DER, 276' left of centerline, up to 100' AGL/1081' MSL. Multiple trees, vehicle, bushes, and terrain 50' from DER, on centerline, up to 100' AGL/320' MSL. Multiple towers 6061' from DER, 31' right of centerline, up to 468' AGL/658' MSL.
Rwy 36, Multiple trees and vehicles 50' from DER, on centerline, up to 100' AGL/323' MSL.

AK, 17 DEC 2009 to 11 FEB 2010

KODIAK FIVE DEPARTURE (OBSTACLE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb via heading 074° to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence . . . .
TAKE-OFF RUNWAY 11: Climbing left turn to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence . . . .
TAKE-OFF RUNWAY 18: Climbing left turn to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence . . . , or for climb in visual conditions: cross Kodiak airport eastbound at or above 3100 to intercept ODK R-222 to ODK or 047° course to RWO NDB. Thence . . . .
TAKE-OFF RUNWAY 29: Climb in visual conditions direct ODK VOR/DME or RWO NDB (visual conditions must be maintained from takeoff until established over ODK VOR/DME or RWO NDB); cross ODK VOR/DME or RWO NDB at or above 2400 MSL, Thence . . . .
TAKE-OFF RUNWAY 36: Climbing right turn via heading 120° to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence. . . , or for climb in visual conditions: cross Kodiak airport eastbound at or above 3100 to intercept ODK R-222 to ODK or 047° course to RWO NDB, Thence . . . .

. . . . Climb to 4000 via ODK VOR/DME R-015 or 015° bearing from RWO NDB. V357 proceed on course, all others climbing left turn direct ODK VOR/DME or RWO NDB and then proceed on course.

AK, 17 DEC 2009 to 11 FEB 2010

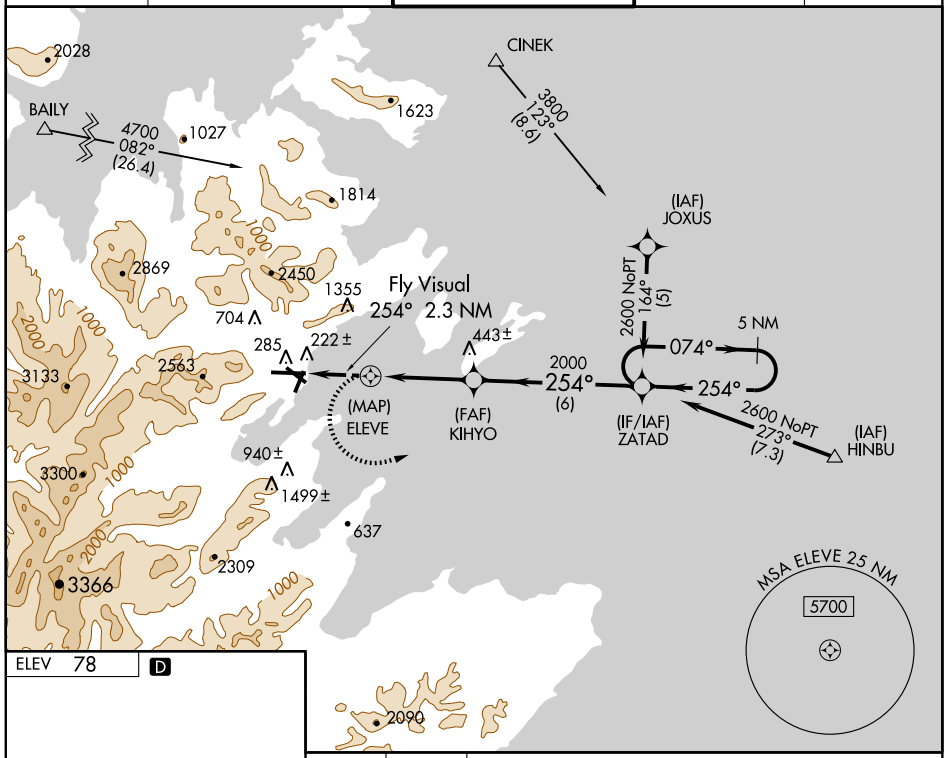
APP CRS	Rwy Idg	7542
254°	TDZE	33
	Apt Elev	78

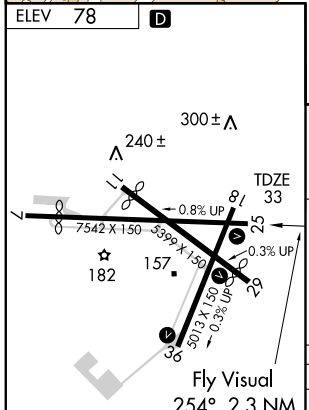
RNAV (GPS) RWY 25
KODIAK (ADQ)(PADQ)

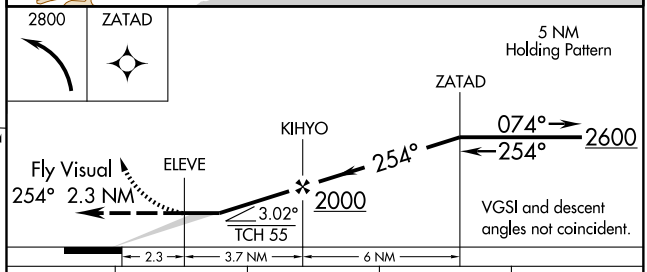
Circling NA west of runway 18-36. DME/DME RNP-0.3 NA.
Circling to Rwy 25, 29 and 36 NA north of Rwy 7-25. Circling to Rwy 18 and 26 NA at night. Rapidly rising terrain north, west, and south of airport.

MISSED APPROACH: Climbing left turn to 2800 direct ZATAD and hold.

ATIS	ANCHORAGE CENTER	KODIAK TOWER *	GND CON	UNICOM
135.5	125.1 281.4	119.8 (CTAF) L 239.0	121.9	122.8







CATEGORY	A	B	C	D
LNAV MDA	480-2 447 (500-2)		580-2 547 (600-2)	1040-3 1007 (1000-3)
CIRCLING 29, 36, 25	660-2¾ 582 (600-2¾)	720-2¾ 642 (700-2¾)	740-2¾ 662 (700-2¾)	1040-3 962 (1000-3)
CIRCLING 18	660-2¾ 582 (600-2¾)	1060-2¾ 982 (1000-2¾)	1260-3 1182 (1200-3)	1660-3 1582 (1600-3)

REIL Rwys 25 and 36 L
HIRL Rwys 7-25, 11-29 and 18-36 L

AK. 17 DEC 2009 to 11 FEB 2010

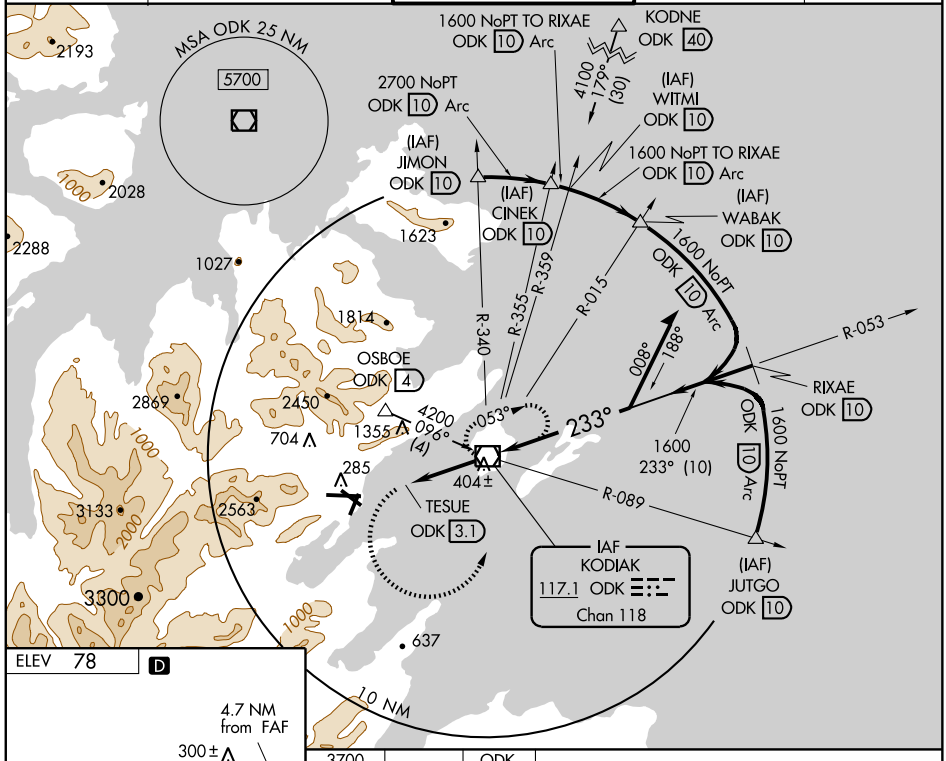
VOR/DME ODK 117.1 Chan 118	APP CRS 233°	Rwy Idg 7542 TDZE 33 Apt Elev 78

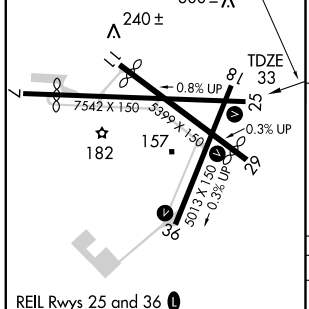
VOR Y RWY 25
KODIAK (ADQ)(PADQ)

Circling NA west of Rwy 18-36. Circling to Rwy 25, 29 and 36 NA north of Rwy 7-25. Circling to Rwy 18 and 36 NA at night. Rapidly rising terrain north, west, and south of airport.

MISSED APPROACH: Climbing left turn to 3700 via heading 075° then left turn direct ODK VOR/DME and hold.

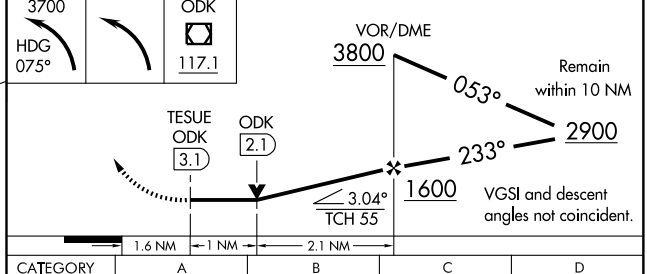
ATIS	ANCHORAGE CENTER	KODIAK TOWER *	GND CON	UNICOM
135.5	125.1 281.4	119.8 (CTAF) L 239.0	121.9	122.8





REIL Rwys 25 and 36 L
HIRL Rwys 7-25, 11-29 and 18-36 L

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02



CATEGORY	A	B	C	D
S-25	660-2 627 (600-2)			
CIRCLING 36, 29, 25	660-2 582 (600-2)	720-2 642 (700-2)	740-2 662 (700-2)	800-2¼ 722 (800-2¼)
CIRCLING 18	660-2 582 (600-2)	1060-2 982 (1000-2)	1260-3 1182 (1200-3)	1660-3 1582 (1600-3)

AK. 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 6

KOKHANOK (9K2) (PFKK)

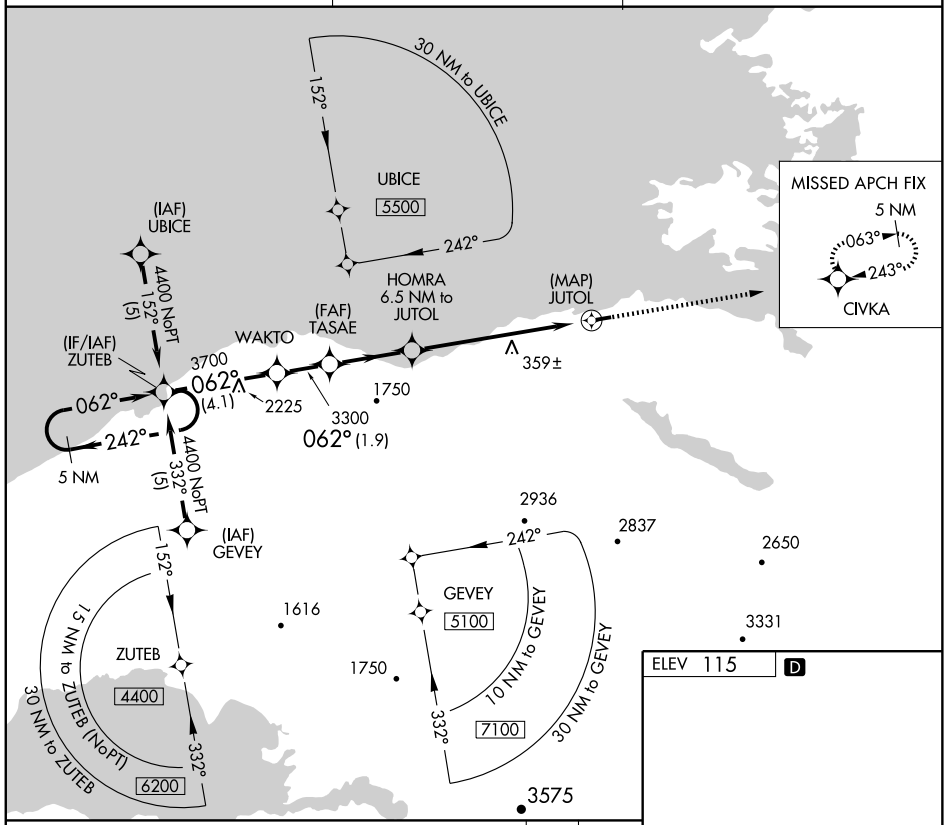
APP CRS	Rwy Idg	3300
062°	TDZE	115
	Apt Elev	115

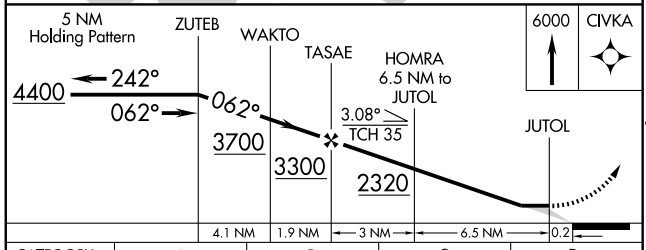
Use Iliamna altimeter setting.
DME/DME RNP-0.3 NA.
Procedure NA at night.

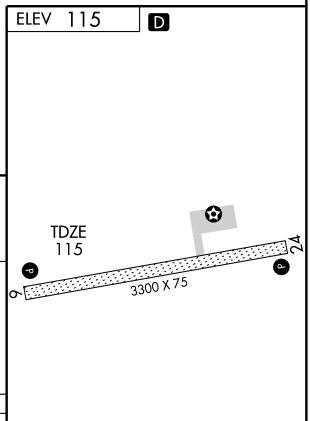
NA

MISSED APPROACH: Climb to 6000 direct CIVKA and hold, continue climb-in-hold to 6000.

ILIAMNA ASOS	ANCHORAGE CENTER	CTAF
134.95	124.8 354.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	980-1 865 (900-1)	980-1¼ 865 (900-1¼)	NA	
CIRCLING	1020-1¼ 905 (1000-1¼)		NA	

REIL RWY 6 & 24 L
MIRL RWY 6-24 L

AK. 17 DEC 2009 to 11 FEB 2010

KOKHANOK, ALASKA

AL-10160 (FAA)

RNAV (GPS) RWY 24

KOKHANOK (9K2) (PFKK)

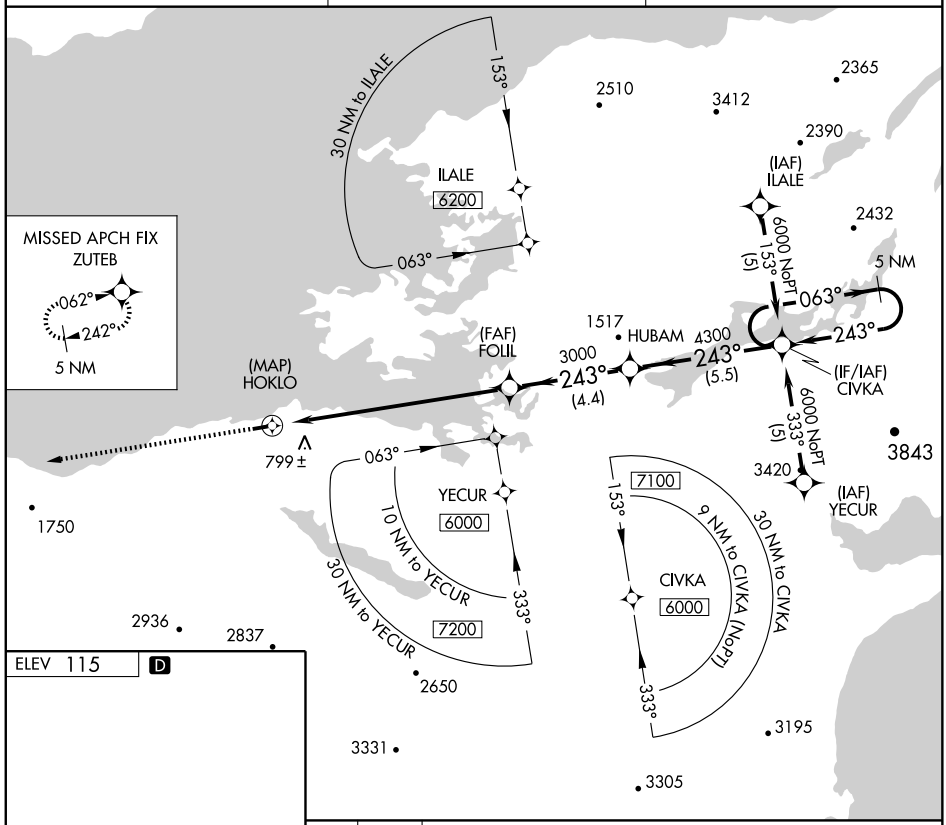
APP CRS	Rwy Idg	3300
243°	TDZE	115
	Apt Elev	115

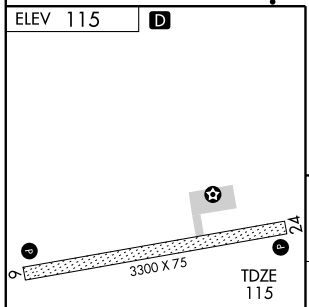
Use Iliamna altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.

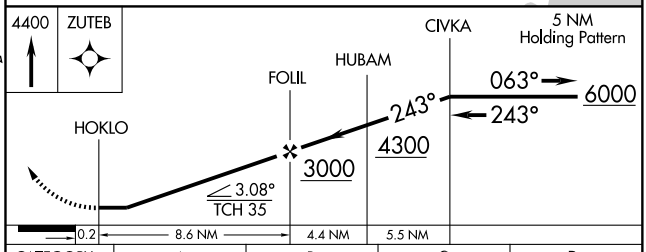
NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4400 direct ZUTEB and hold, continue climb-in-hold to 4400.

ILIAMNA ASOS	ANCHORAGE CENTER	CTAF
134.95	124.8 354.0	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1120-1¼ 1005 (1100-1¼)	1120-1½ 1005 (1100-1½)	NA	
CIRCLING	1120-1¼ 1005 (1100-1¼)	1120-1½ 1005 (1100-1½)	NA	

REIL RWY 6 & 24 (L)

MIRL RWY 6-24 (L)

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3000
087°	TDZE	269
	Apt Elev	269

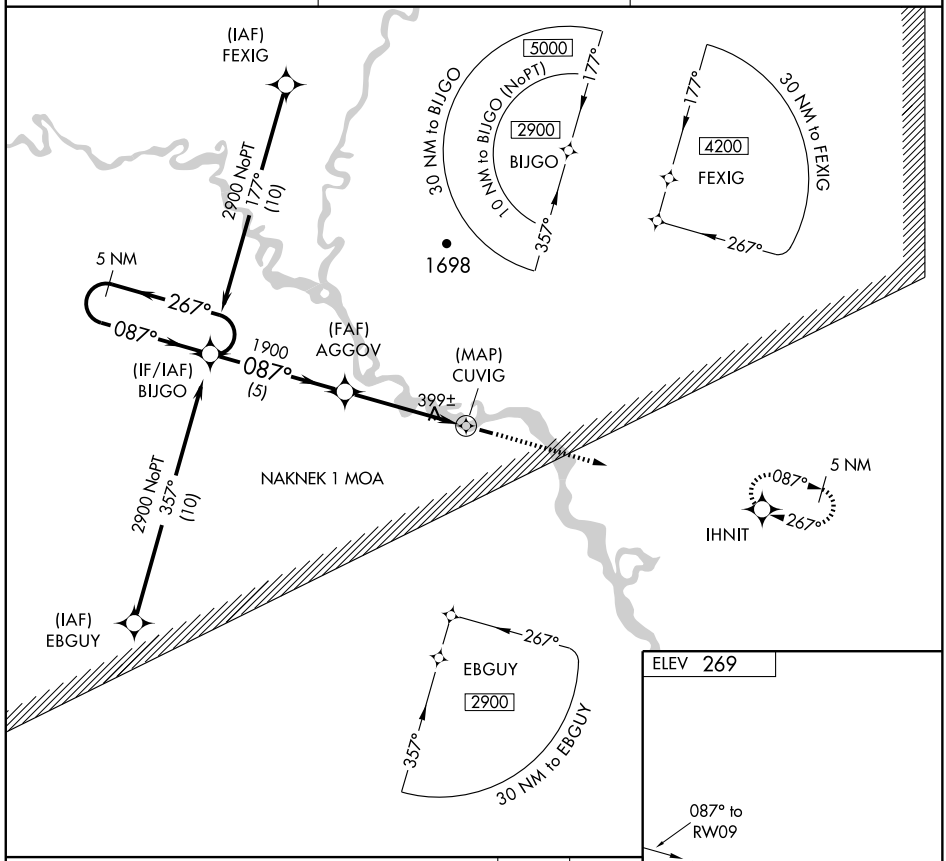
RNAV (GPS) RWY 9

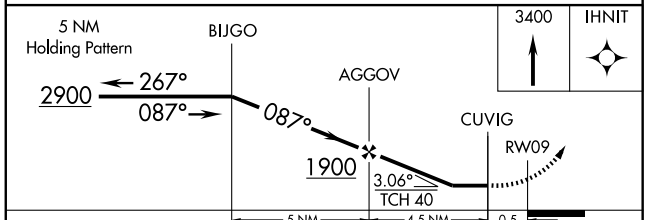
KOLIGANEK (JZZ) (PAJZ)

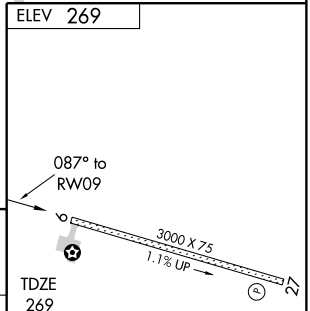
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct IHNIT and hold, continue climb-in-hold to 3400.

AWOS-3	ANCHORAGE CENTER	CTAF
118.525	132.75 282.35	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	660-1	391 (400-1)	NA	
CIRCLING	700-1 431 (500-1)	720-1 451 (500-1)	NA	

REIL Rwys 09 and 27 L

MIRL Rwy 09-27 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3000
267°	TDZE	269
	Apt Elev	269

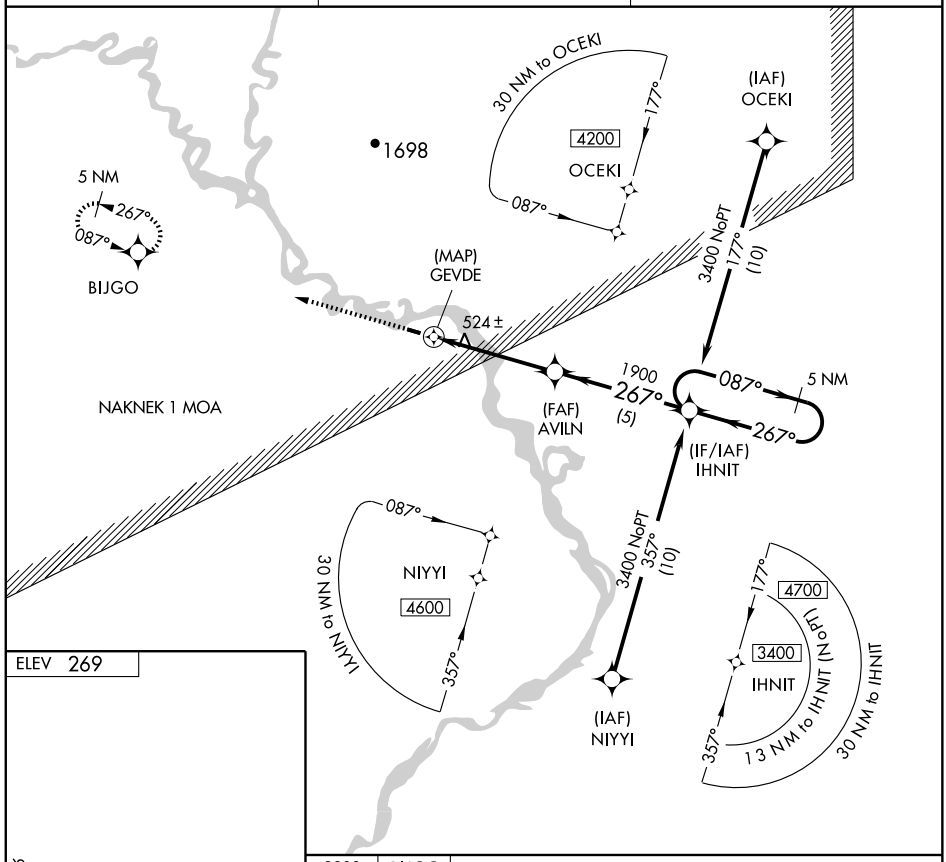
RNAV (GPS) RWY 27

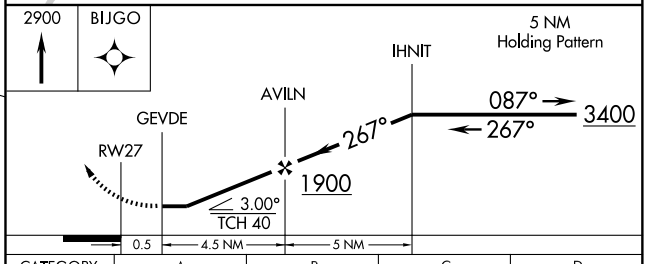
KOLIGANEK (JZZ) (PAJZ)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct BIJGO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
118.525	132.75 282.35	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	780-1	511 (600-1)	NA	
CIRCLING	780-1	511 (600-1)	NA	

REIL Rwys 09 and 27 (L)
MIRL Rwy 09-27 (L)

AK. 17 DEC 2009 to 11 FEB 2010

ANCHORAGE DEP CON
132.75 282.35
AWOS-3
118.525
CTAF
122.9

TAKE-OFF MINIMUMS

Rwy 27: Standard.
Rwy 9: 300-2 or Standard with minimum climb of 205′ per NM to 700, or alternatively, with Standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1300′ prior to departure end of runway.

TAKE-OFF OBSTACLE NOTES

Rwy 9: Multiple trees beginning 133′ from DER, 29′ right of centerline, up to 50′ AGL / 399′ MSL. Multiple trees beginning 263′ from DER, 194′ left of centerline, up to 50′ AGL / 399′ MSL.
Rwy 27: Multiple bushes and powerlines beginning 76′ from DER, 76′ left of centerline, up to 50′ AGL / 309′ MSL. Bushes and trees beginning 242′ from DER, 4′ right of centerline, up to 50′ AGL / 309′ MSL.

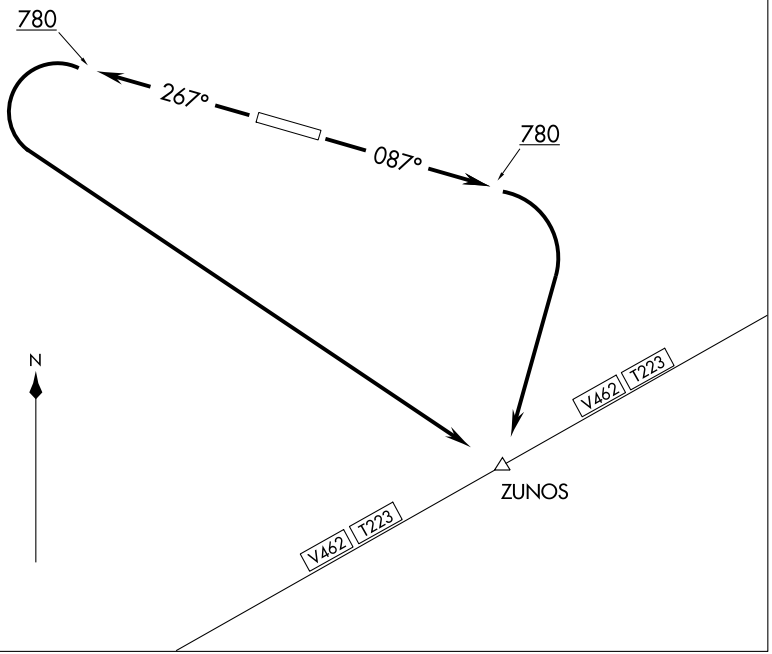
NOTES: GPS required.
RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb heading 087° to 780 then climbing right turn to 5000 or altitude assigned by ATC direct ZUNOS.

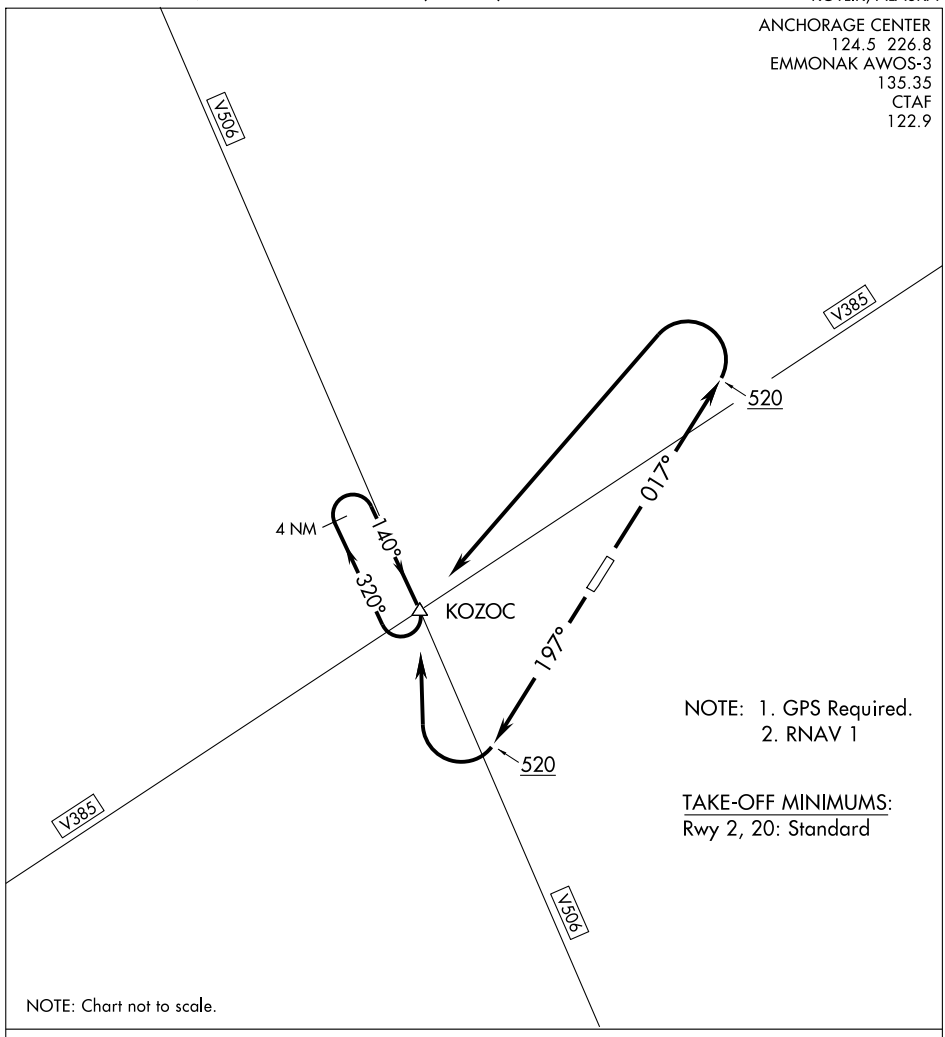
TAKE-OFF RWY 27: Climb heading 267° to 780 then climbing left turn to 5000 or altitude assigned by ATC direct ZUNOS.



ZUNOS ONE DEPARTURE (RNAV) [ZUNOS1.ZUNOS] 09239
SL-9459 (FAA)
KOLIGANEK (JZZ)(PAJZ)
KOLIGANEK, ALASKA

KOZOC ONE DEPARTURE (RNAV)

KOTLIK (2A9)(PFKO)
KOTLIK, ALASKA



AK, 17 DEC 2009 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb heading 017° to 520′, then climbing left turn direct KOZOC, thence ....
TAKE-OFF RWY 20: Climb heading 197° to 520′, then climbing right turn direct KOZOC, thence ....

.... climb in KOZOC holding pattern (NW, right turns, 140° inbound), to cross KOZOC at or above MEA for route of flight, before proceeding on course.

RNAV (GPS) RWY 2

KOTLIK (2A9) (PFKO)

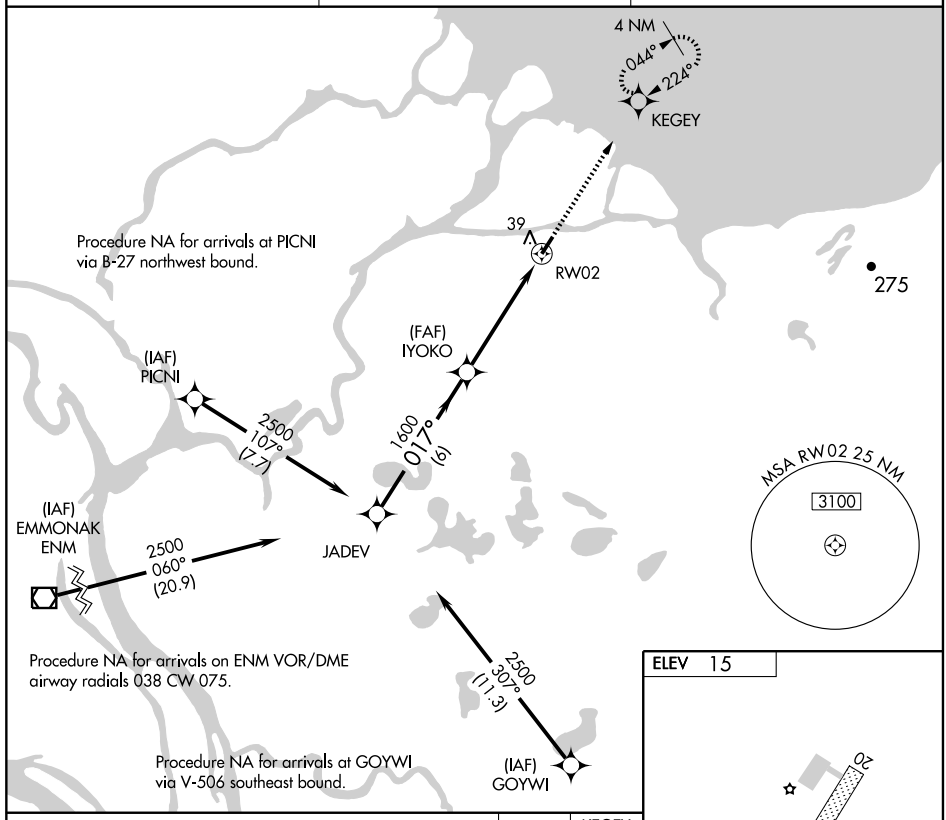
APP CRS	Rwy Idg	4422
017°	TDZE	15
	Apt Elev	15

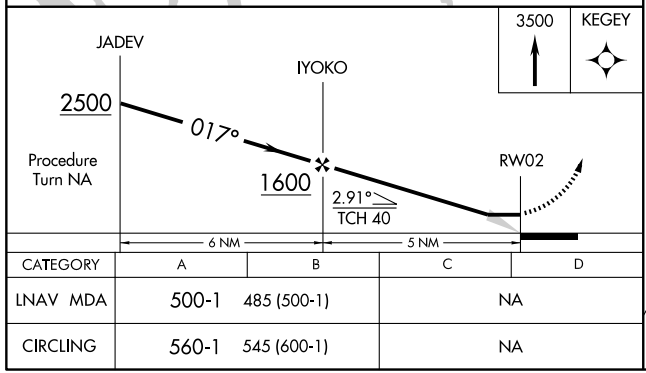
NA

DME/DME RNP-0.3 NA.
Use EMMONAK altimeter setting.
Procedure NA at night.

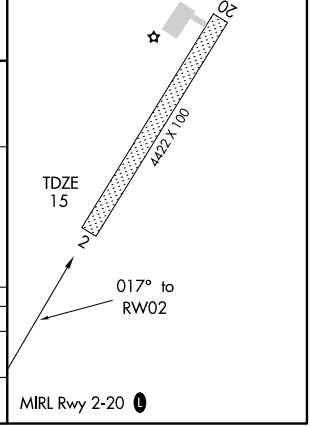
MISSED APPROACH: Climb to 3500 direct KEGEY WP and hold.

EMMONAK AWOS-3	ANCHORAGE CENTER	CTAF
135.35	124.5 226.8	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	500-1	485 (500-1)	NA	
CIRCLING	560-1	545 (600-1)	NA	



AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4422
198°	TDZE	15
	Apt Elev	15

RNAV (GPS) RWY 20

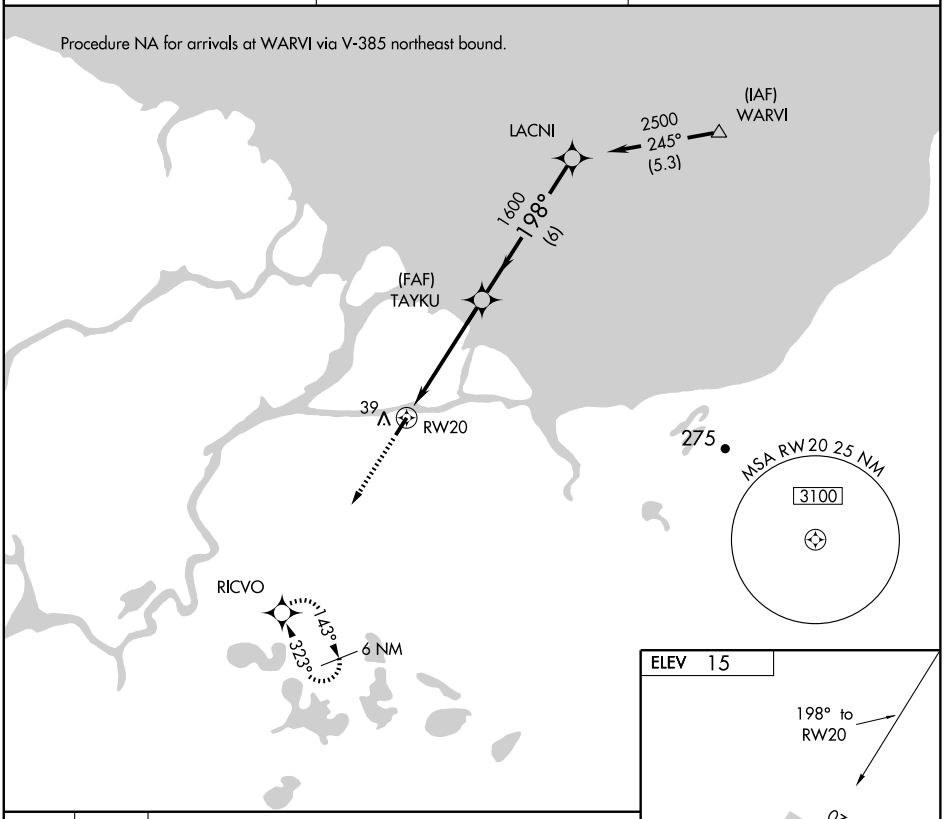
KOTLIK (2A9) (PFKO)

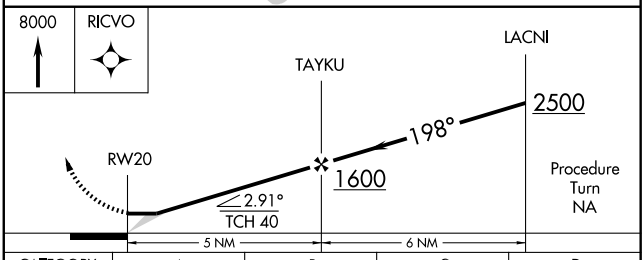
NA

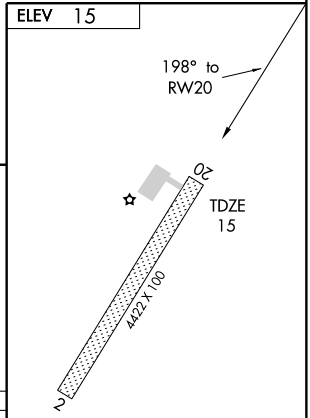
DME/DME RNP-0.3 NA. Use EMMONAK altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 8000 direct RICVO WP and hold.

EMMONAK AWOS-3	ANCHORAGE CENTER	CTAF
135.35	124.5 226.8	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	440-1	425 (500-1)	NA	
CIRCLING	480-1	465 (500-1)	NA	

MIRL Rwy 2-20 (L)

AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-OTZ	APP CRS	Rwy Idg	5900
110.7	085°	TDZE	13
Chan 44		Apt Elev	14

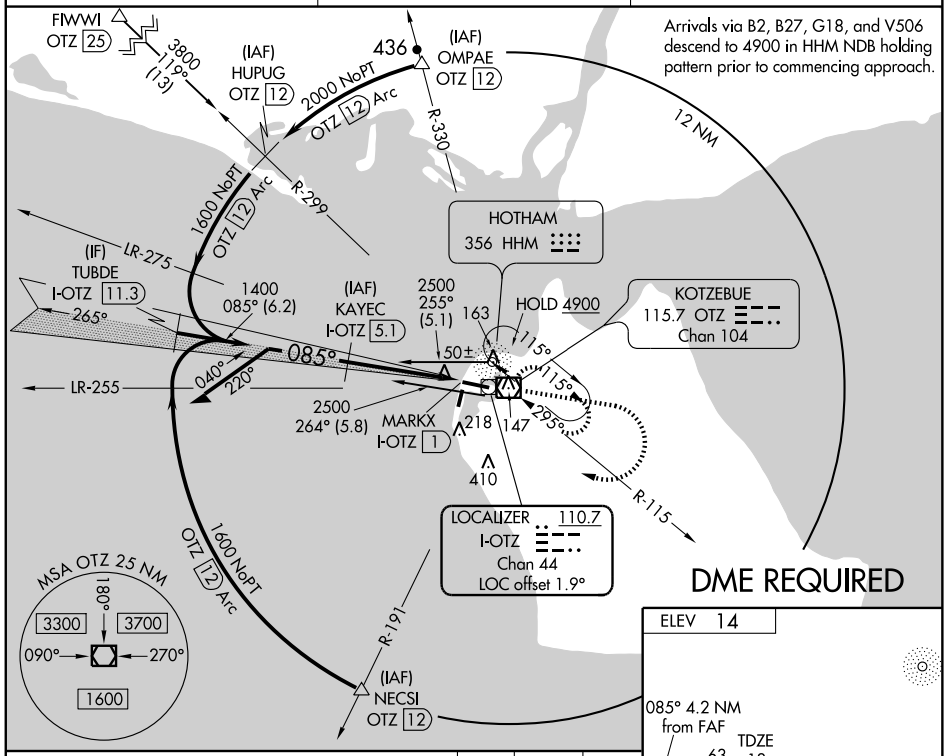
ILS or LOC/DME RWY 9

KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ) (PAOT)

When local altimeter setting not received use Noatak altimeter setting and increase all DA 107 feet and all MDA 120 feet, increase S-ILS all Cats and S-LOC Cats C and D visibility to RVR 6000, increase circling Cats C and D visibility ¼ mile.
When VGSI inoperative, circling Rwy 27 NA at night.
Pilots are required to activate airport lighting anytime ILS is flown.
VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 9	263/40 250 (300-¾)			
S-LOC 9	300/50 287 (300-1)			
CIRCLING	520-1 506 (600-1)		520-1½ 506 (600-1½)	580-2 566 (600-2)

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 17-35 L

AK, 17 DEC 2009 to 11 FEB 2010

KOTZEBUE, ALASKA

AL-2118 (FAA)

APP CRS	Rwy Idg	5900
087°	TDZE	13
	Apt Elev	14

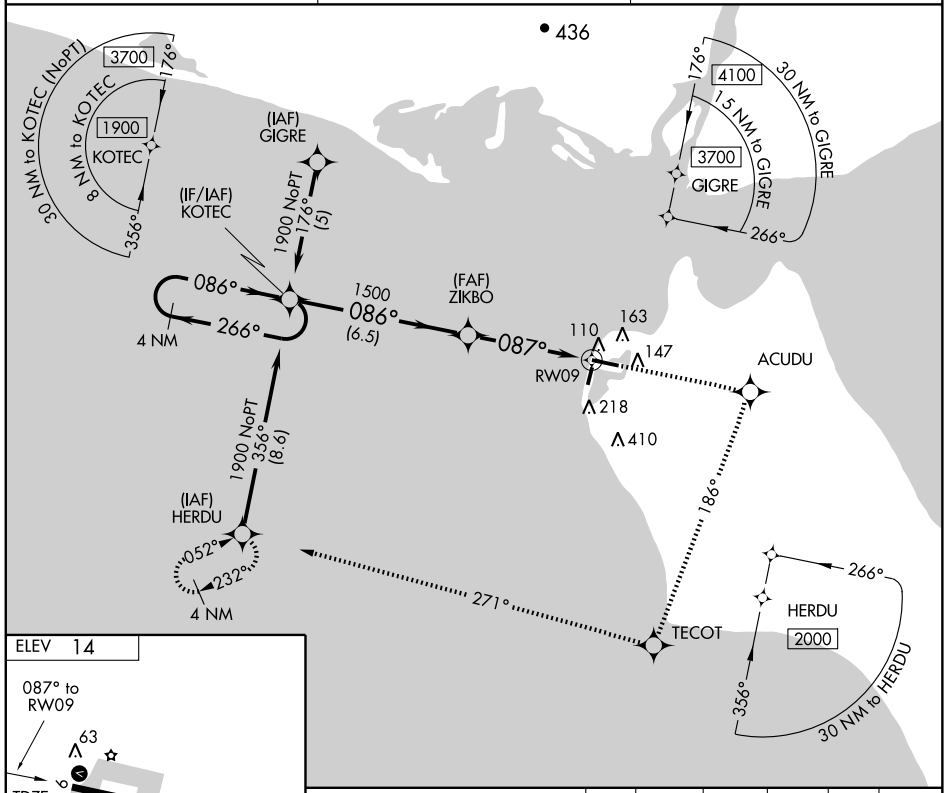
RNAV (GPS) RWY 9

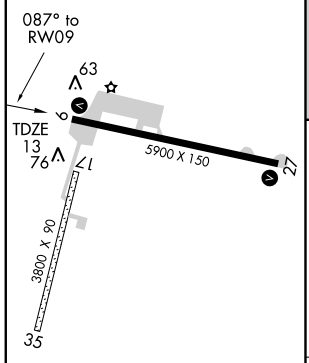
KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ) (PAOT)

When local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet and Cat C/D ¼ mile.
VDP NA when using Noatak altimeter setting.
DME/DME RNP -0.3 NA.

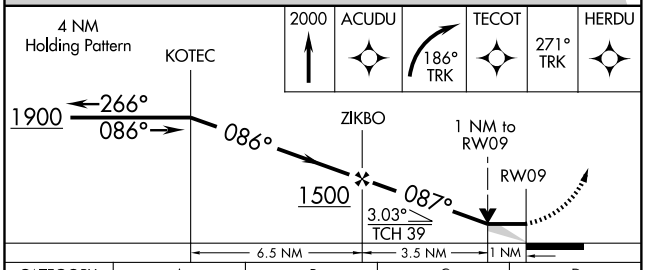
MISSED APPROACH: Climb to 2000 direct ACUDU and right turn via 186° track to TECOT and via 271° track to HERDU and hold.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L





REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	360/50 347 (400-1)			360/60 347 (400-1¼)
CIRCLING	520-1 506 (600-1)		520-1½ 506 (600-1½)	580-2 566 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

KOTZEBUE, ALASKA

AL-2118 (FAA)

APP CRS	Rwy Idg	5900
267°	TDZE	14
	Apt Elev	14

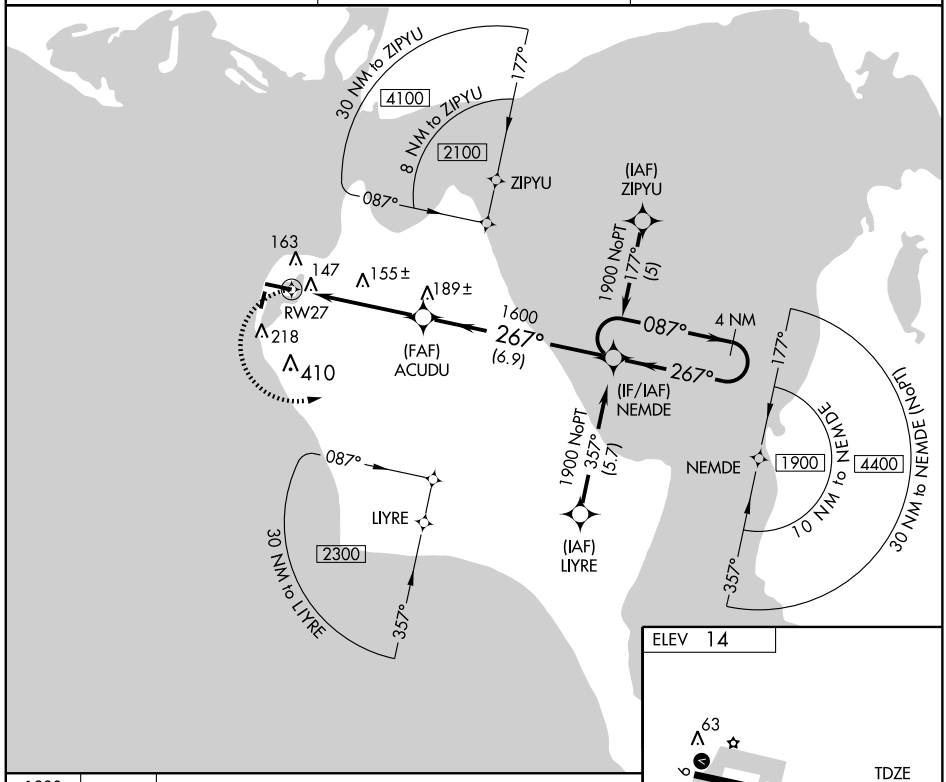
RNAV (GPS) RWY 27

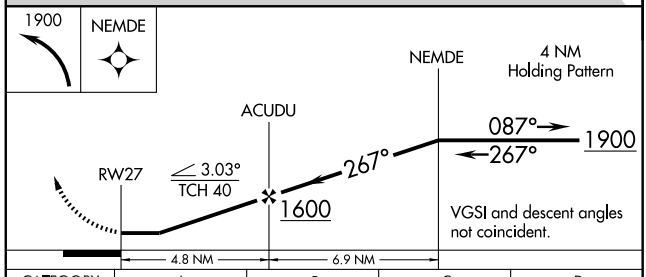
KOTZEBUE/RALPH WIEN MEMORIAL (OTZ)(PAOT)

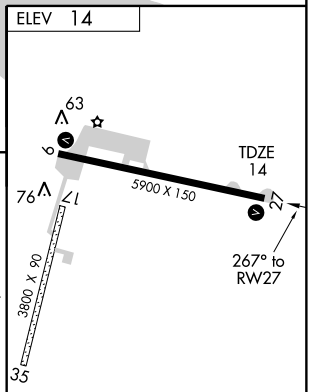
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 1900 direct NEMDE and hold.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	420-1 406 (500-1)		420-1 ¼ 406 (500-1¼)	
CIRCLING	520-1 506 (600-1)		520-1½ 506 (600-1½)	580-2 566 (600-2)

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 17-35 L

AK. 17 DEC 2009 to 11 FEB 2010

KOTZEBUE, ALASKA

AL-2118 (FAA)

VOR/DME OTZ	APP CRS	Rwy Idg	5900
115.7	083°	TDZE	13
Chan 104		Apt Elev	14

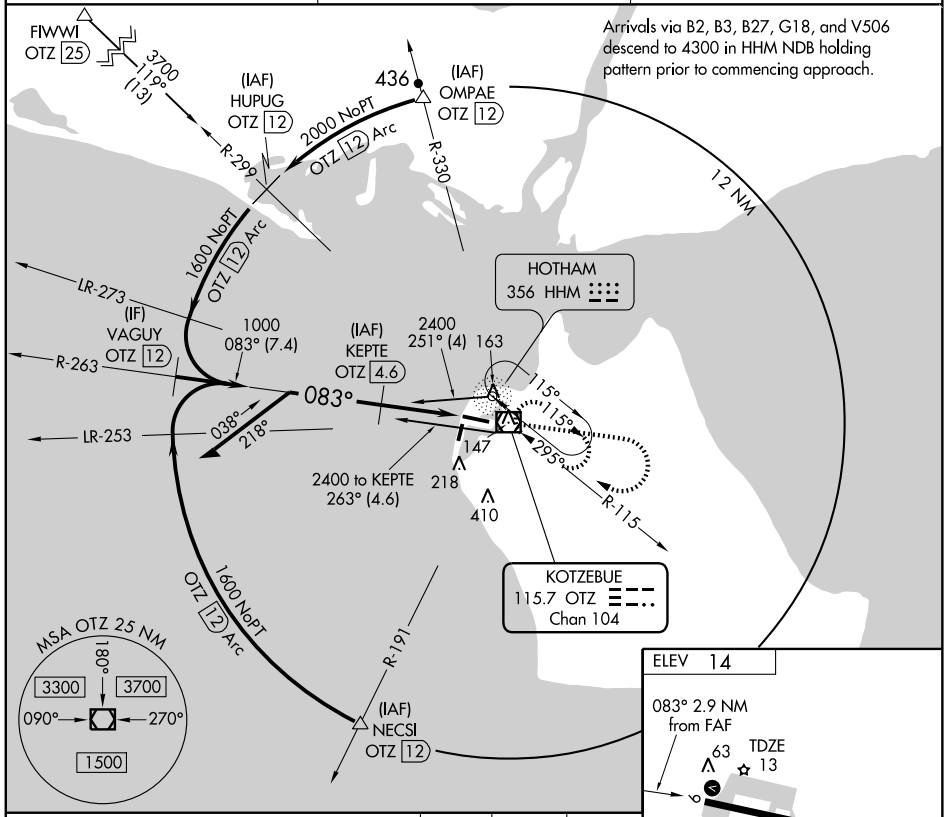
VOR/DME RWY 9

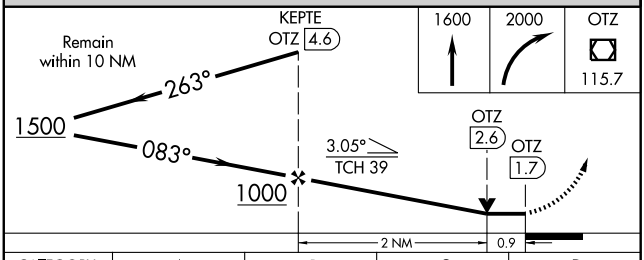
KOTZEBUE/RALPH WIEN MEMORIAL (OTZ) (PAOT)

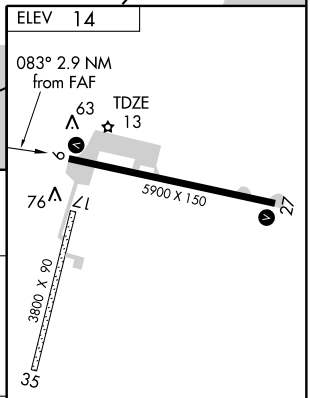
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet. VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-9	340/50 327 (400-1)			
CIRCLING	520-1 506 (600-1)		520-1½ 506 (600-1½)	580-2 566 (600-2)

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 17-35 L

AK. 17 DEC 2009 to 11 FEB 2010

VOR/DME OTZ	APP CRS	Rwy Idg	5900
115.7	274°	TDZE	14
Chan 104		Apt Elev	14

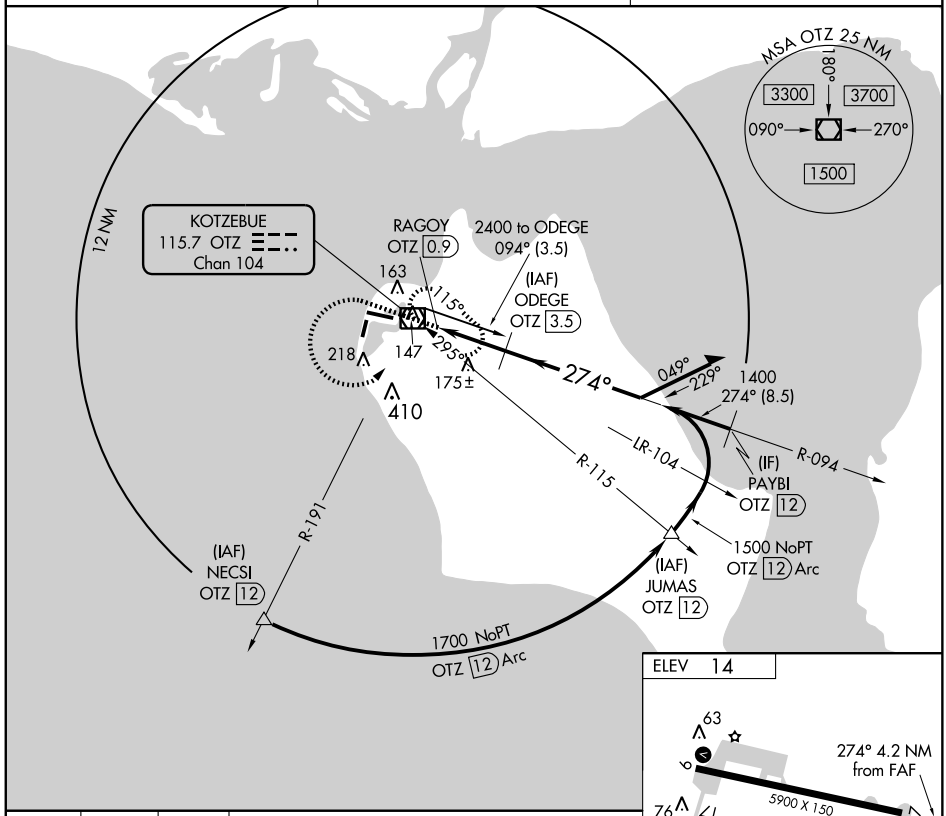
VOR/DME Y RWY 27

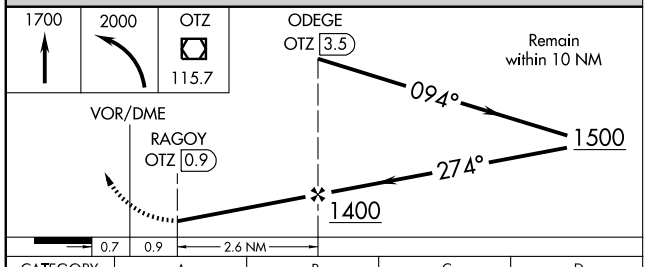
KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ)(PAOT)

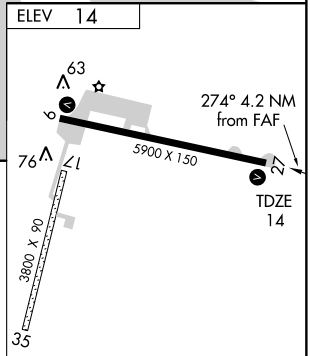
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-27	440-2 426 (500-2)			
CIRCLING	520-2 506 (600-2)			580-2 566 (600-2)

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 17-35 L

AK, 17 DEC 2009 to 11 FEB 2010

KOTZEBUE, ALASKA

AL-2118 (FAA)

VOR/DME OTZ	APP CRS	Rwy Idg	5900
115.7	257°	TDZE	14
Chan 104		Apt Elev	14

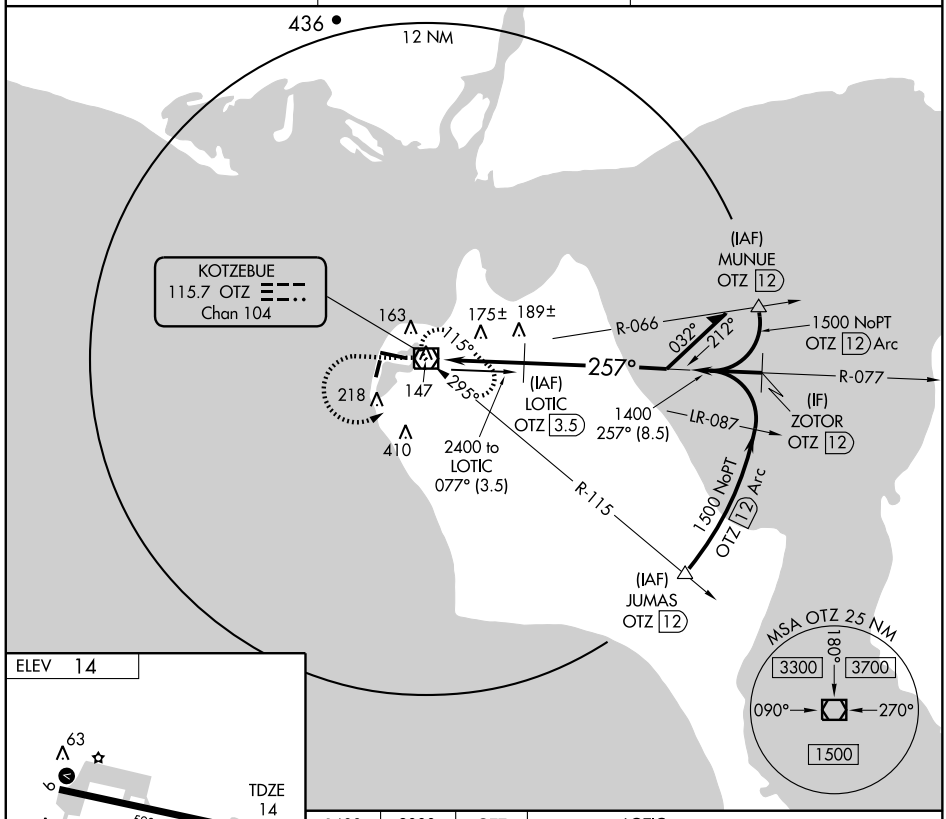
VOR/DME Z RWY 27

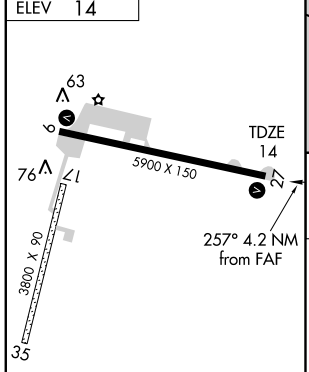
KOTZEBUE/RALPH WIEN MEMORIAL (OTZ)(PAOT)

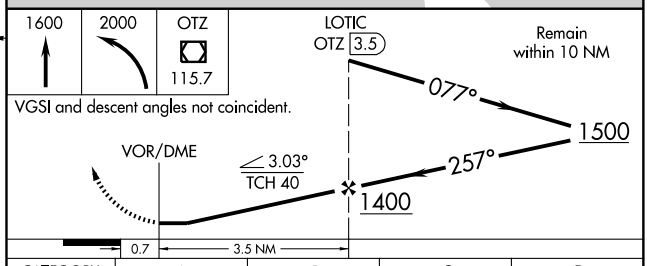
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-27	440-1	426 (500-1)	440-1¼	426 (500-1¼)
CIRCLING	520-1	506 (600-1)	520-1½ 506 (600-1½)	580-2 566 (600-2)

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 17-35 L

AK, 17 DEC 2009 to 11 FEB 2010

VOR/DME OTZ	APP CRS	Rwy Idg	5900
115.7	083°	TDZE	13
Chan 104		Apt Elev	14

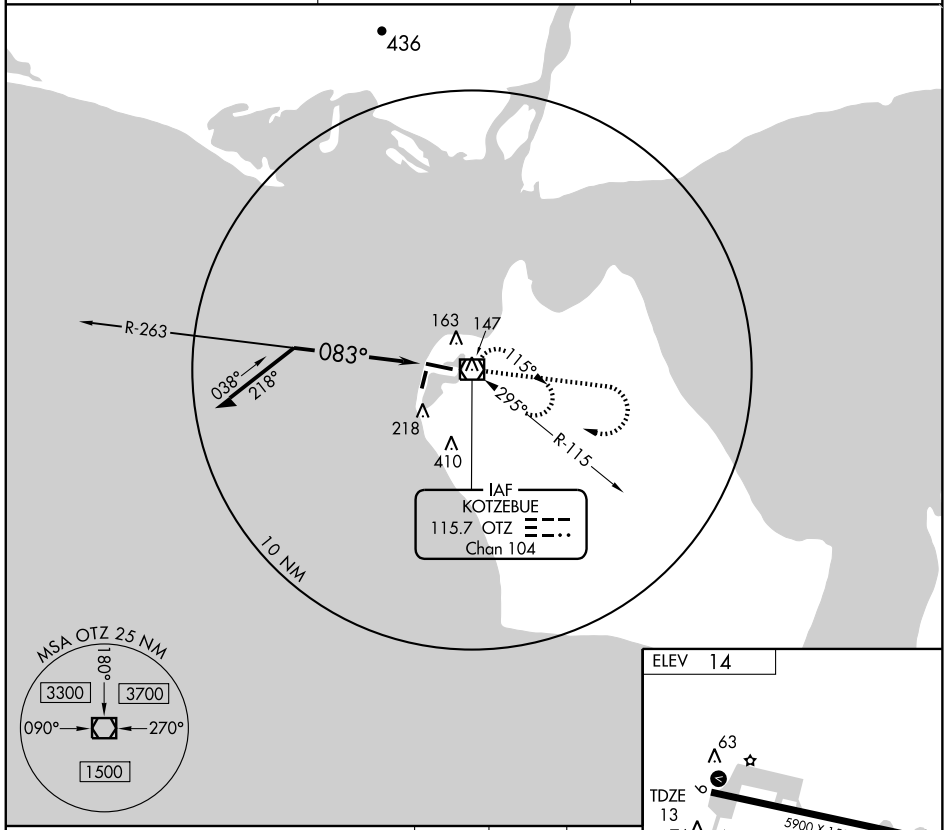
VOR RWY 9

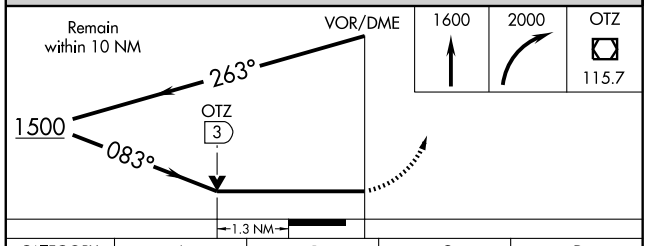
KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ) (PAOT)

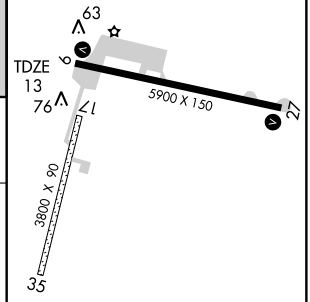
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet.
VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-9	480/50	467 (500-1)	480/60 467 (500-1¼)	480-1½ 467 (500-1½)
CIRCLING	520-1	506 (600-1)	520-1½ 506 (600-1½)	580-2 566 (600-2)

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 17-35 L

AK. 17 DEC 2009 to 11 FEB 2010

KOTZEBUE, ALASKA

AL-2118 (FAA)

VOR/DME OTZ	APP CRS	Rwy Idg	5900
115.7	257°	TDZE	14
Chan 104		Apt Elev	14

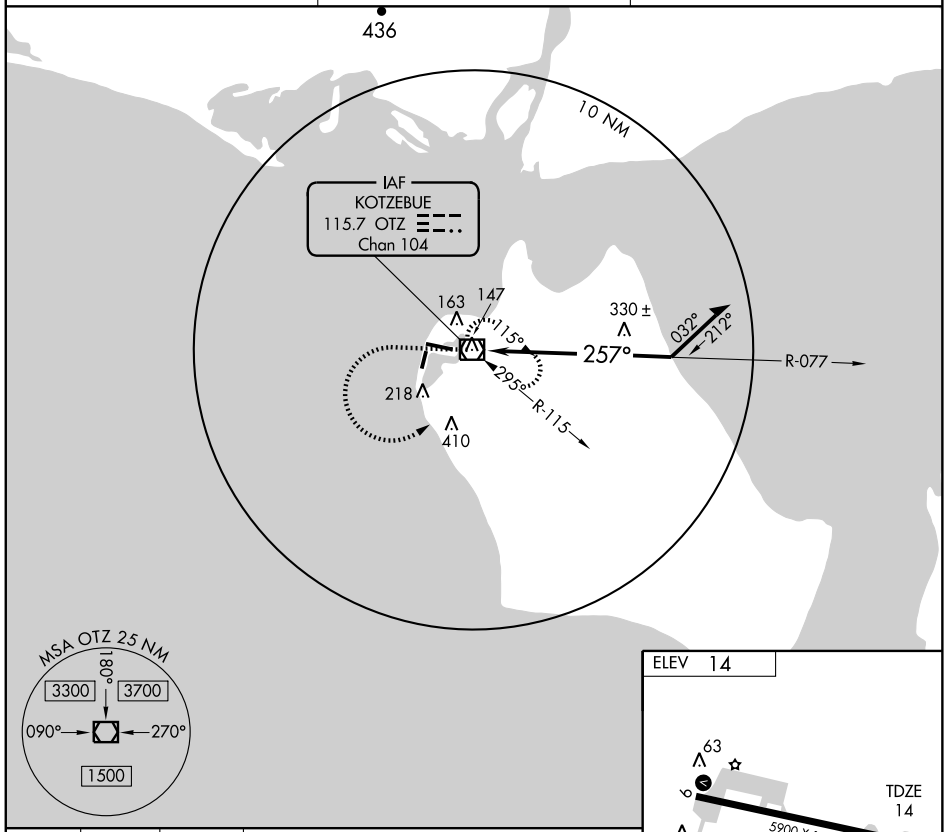
VOR RWY 27

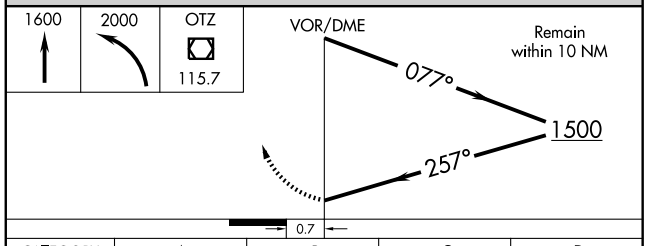
KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ)(PAOT)

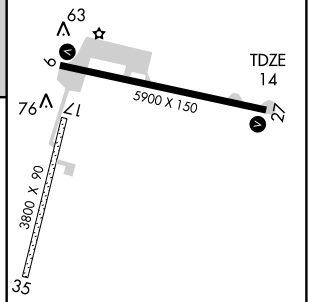
If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS	ANCHORAGE CENTER	KOTZEBUE RADIO
135.45	119.2 263.0	123.6 (CTAF) L







CATEGORY	A	B	C	D
S-27	640-1	626 (700-1)	640-1¾ 626(700-1 ¾)	640-2 626 (700-2)
CIRCLING	640-1	626 (700-1)	640-1¾ 626 (700-1¾)	640-2 626 (700-2)

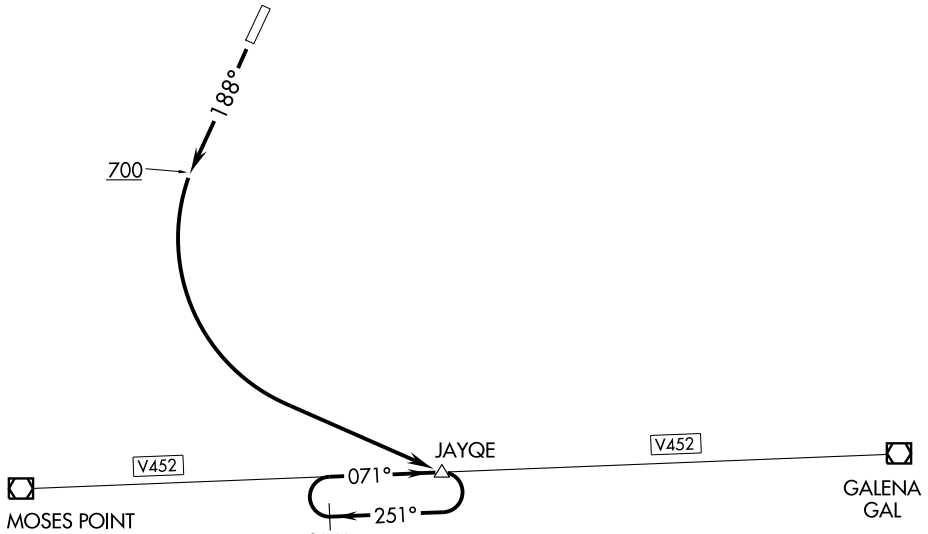
REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L
MIRL Rwy 17-35 L

AK, 17 DEC 2009 to 11 FEB 2010

JAYQE ONE DEPARTURE (RNAV)

KOYUK ALFRED ADAMS (KKA) (PAKK)
KOYUK, ALASKA

ANCHORAGE CENTER
135.7 335.5
NOME RADIO
122.35
AWOS-3 134.95
CTAF 122.8



TAKE-OFF MINIMUMS
Rwy 1: NA- Obstacles.
Rwy 19: Standard.

TAKE-OFF OBSTACLE NOTE
Rwy 19: Multiple trees beginning 35′ from DER, 12′ right of centerline, up to 30′ AGL/279′ MSL.

NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb heading 188° to 700, then left turn direct JAYQE, thence . . .
. . . climb in JAYQE holding pattern, to cross JAYQE at or above MEA for route of flight before proceeding on course.

NDB/DME KKA	APP CRS	Rwy Idg	3000
299	014°	TDZE	154
Chan 83 (113.6)		Apt Elev	154

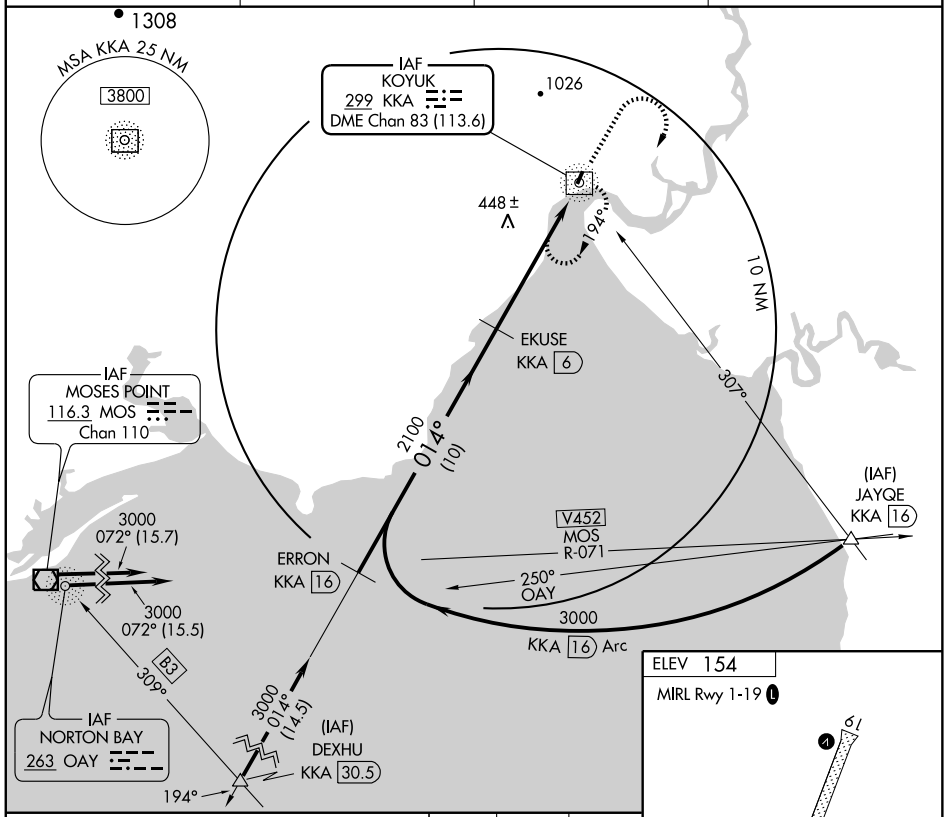
NDB/DME RWY 1

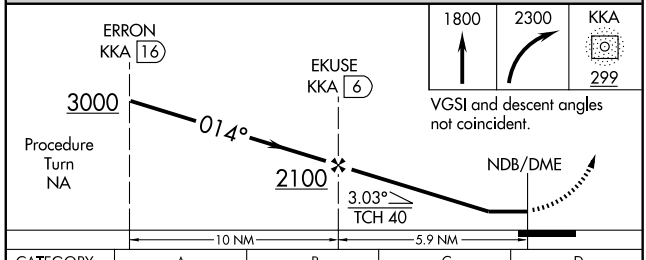
KOYUK ALFRED ADAMS (KKA)(PAKK)

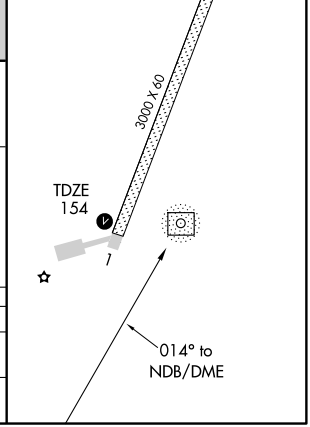
Circling NA west of Rwy 1-19.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct KKA NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
134.95	135.7 335.5	122.35	122.8 L







CATEGORY	A	B	C	D
S-1	800-1	646 (700-1)	800-1¾ 646 (700-1¾)	NA
CIRCLING	800-1	646 (700-1)	940-2¼ 786 (800-2¼)	NA

AK, 17 DEC 2009 to 11 FEB 2010

NDB/DME KKA	APP CRS	Rwy Idg	3000
299	014°	TDZE	154
Chan 83 (113.6)		Apt Elev	154

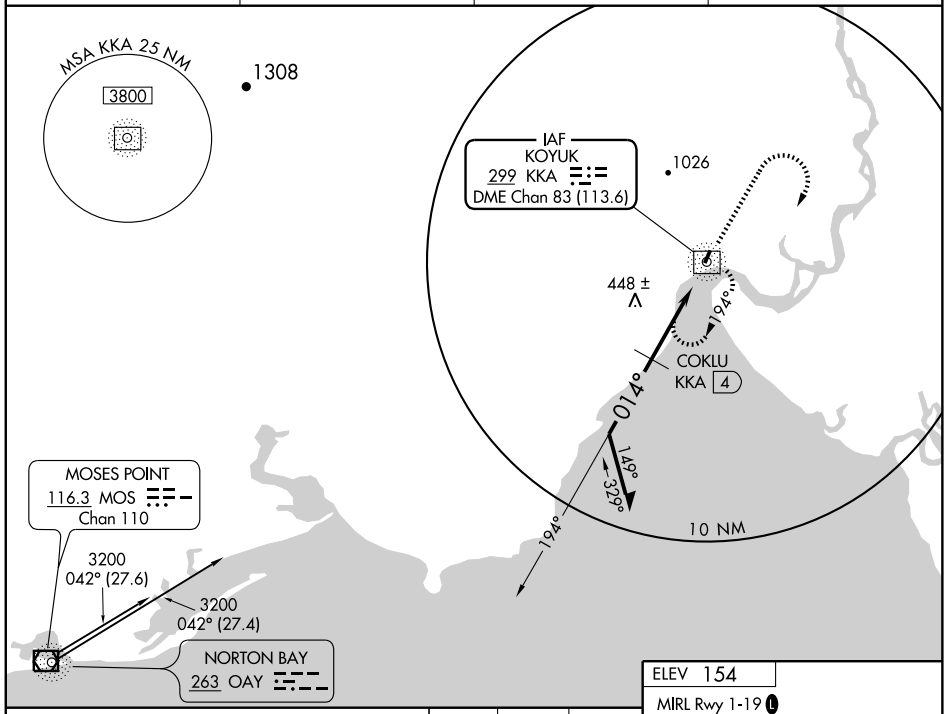
NDB RWY 1

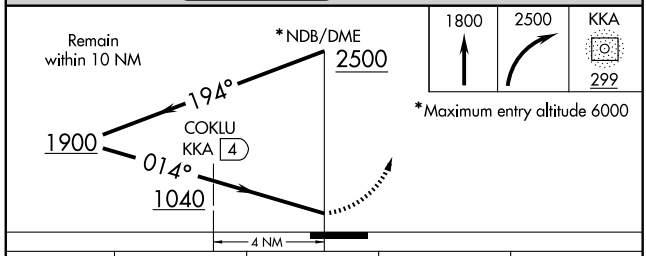
KOYUK ALFRED ADAMS (KKA)(PAKK)

Circling NA west of Rwy 1-19.

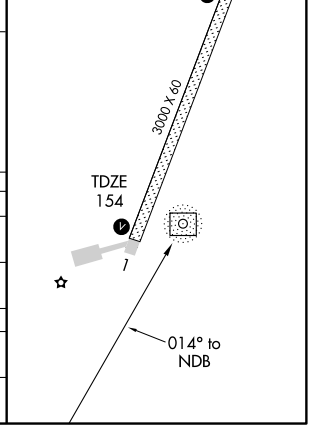
MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct to KKA NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
134.95	135.7 335.5	122.35	122.8 L





*Maximum entry altitude 6000



CATEGORY	A	B	C	D
S-1	1040-1¼	886 (900-1¼)	1040-2¾ 886 (900-2¾)	NA
CIRCLING	1040-1¼	886 (900-1¼)	1040-2¾ 886 (900-2¾)	NA
COKLU FIX MINIMUMS				
S-1	800-1	646 (700-1)	800-1¾ 646 (700-1¾)	NA
CIRCLING	800-1	646 (700-1)	940-2¼ 786 (800-2¼)	NA

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3000
008°	TDZE	154
	Apt Elev	154

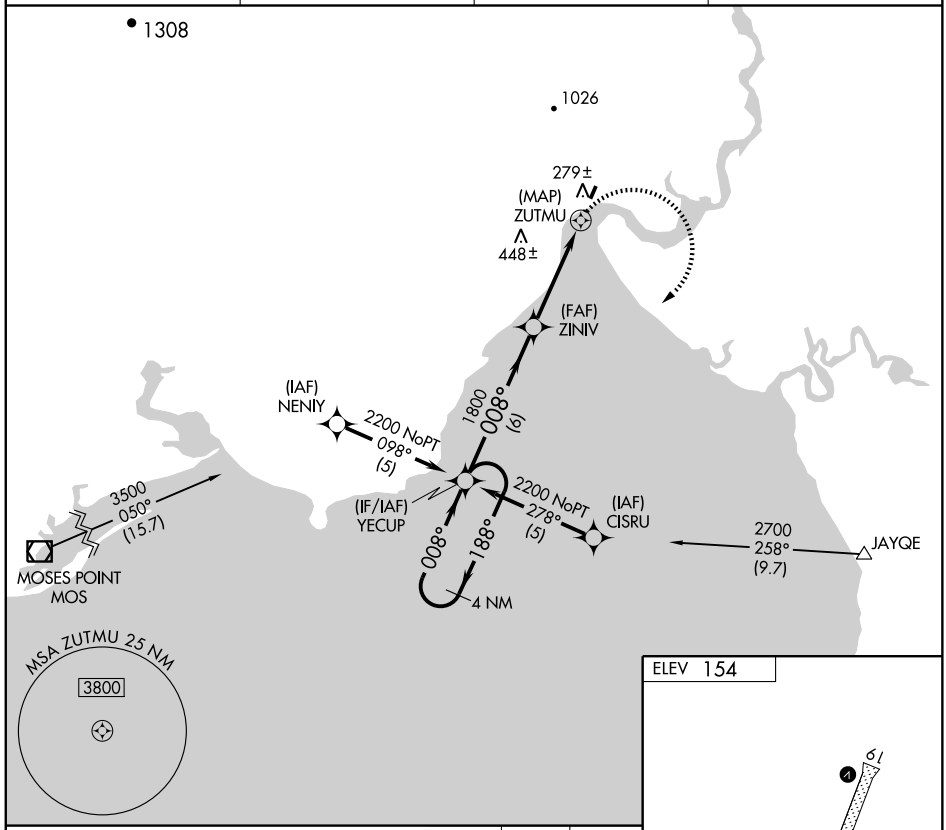
RNAV (GPS) RWY 1

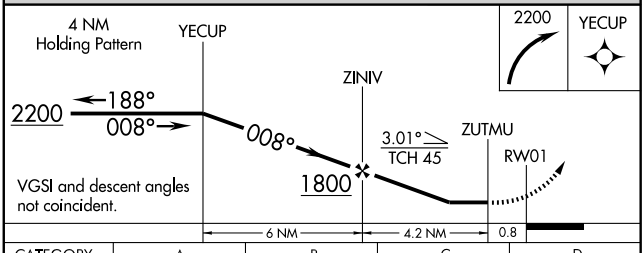
KOYUK ALFRED ADAMS (KKA)(PAKK)

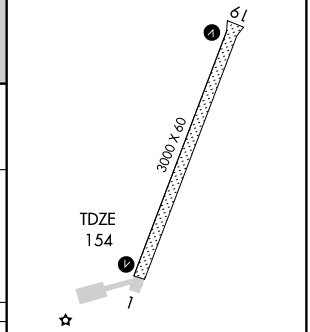
Circling NA west of Rwy 1-19.
When VGSI inoperative, procedure NA at night.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct YECUP and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
134.95	135.7 335.5	122.35	122.8 (L)







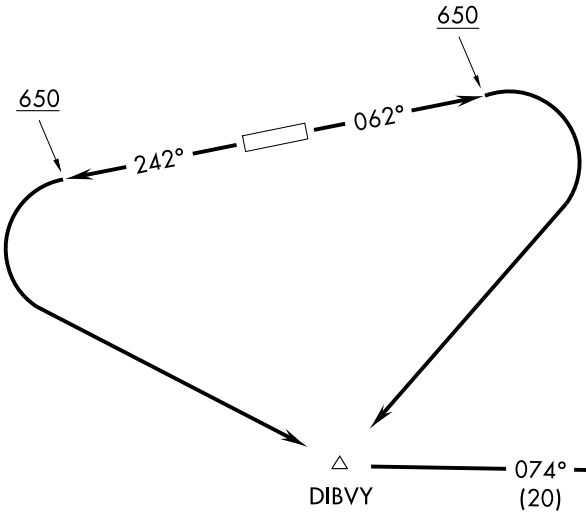
CATEGORY	A	B	C	D
LNAV MDA	580-1 426 (500-1)		580-1 ¼ 426 (500-1 ¼)	NA
CIRCLING	680-1 526 (600-1)	780-1 626 (700-1)	940-2 ¼ 786 (800-2 ¼)	NA

MIRL Rwy 1-19 (L)

AK, 17 DEC 2009 to 11 FEB 2010

DIBVY ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
127.0 290.2
CTAF
122.9



TAKE-OFF MINIMUMS:
Rwy 6, 24: Standard.

NOTES: GPS required.
RNAV 1.

TAKE-OFF OBSTACLE NOTES:
Rwy 6: Numerous trees beginning 243′ from DER, 78′ right of centerline, 50′ AGL / 181′ MSL. Numerous trees beginning 1014′ from DER, 491′ left of centerline, 50′ AGL / 206′ MSL. OL on WSK, 124′ from DER, 439′ left of centerline, 17′ AGL / 165′ MSL.
Rwy 24: Numerous trees beginning 1914′ from DER, 86′ right of centerline, 50′ AGL / 240′ MSL. Numerous trees beginning 224′ from DER, 367′ left of centerline, 50′ AGL / 191′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 062° to 650 then climbing right turn to 6000 direct DIBVY, and via 074° track to GAL VOR/DME thence . . . .

TAKEOFF RWY 24: Climb heading 242° to 650 then climbing left turn to 6000 direct DIBVY, and via 074° track to GAL VOR/DME thence . . . .

. . . via filed route and altitude.

WAAS	APP CRS	Rwy Idg	4000
CH 42714	062°	TDZE	149
W06A		Apt Elev	149

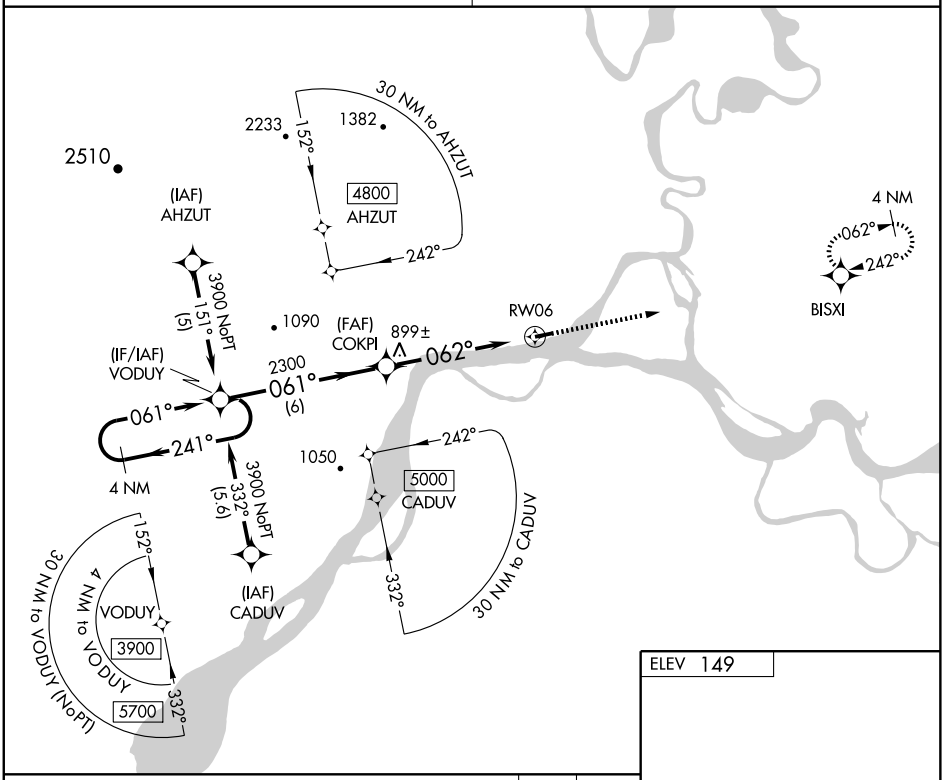
RNAV (GPS) RWY 6

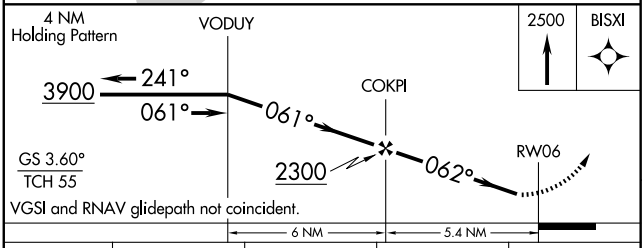
KOYUKUK (KYU) (PFKU)

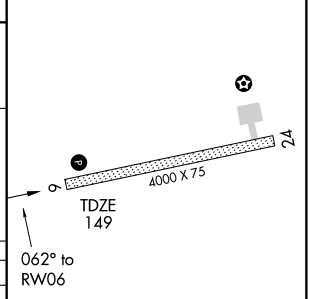
DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
Use Galena altimeter setting, when not received, procedure NA.

MISSED APPROACH: Climb to 2500 direct BISXI and hold.

ANCHORAGE CENTER	CTAF
127.0 290.2	122.9 L







CATEGORY	A	B	C	D
LPV DA	567-1¼ 418 (500-1¼)			NA
LNAV MDA	1220-1¼ 1071 (1100-1¼)	1220-1½ 1071 (1100-1½)	1220-3 1071 (1100-3)	NA
CIRCLING	1220-1¼ 1071 (1100-1¼)	1220-1½ 1071 (1100-1½)	1220-3 1071 (1100-3)	NA

REIL RWY 6 L
MIRL RWY 6-24 L

AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4000
CH 99314	242°	TDZE	149
W24A		Apt Elev	149

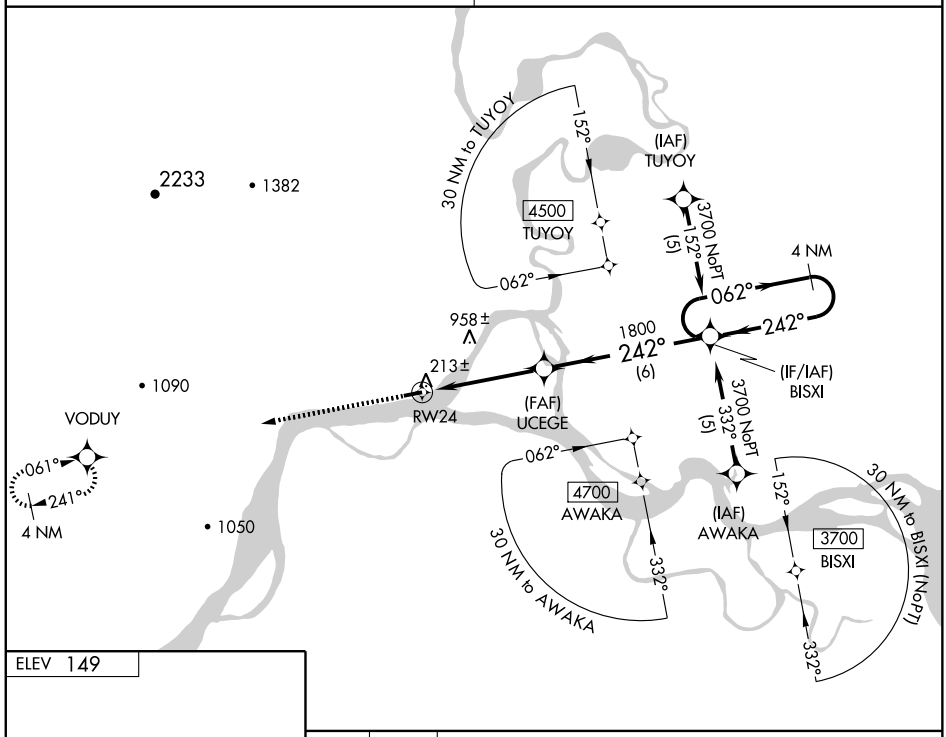
RNAV (GPS) RWY 24

KOYUKUK (KYU) (PFKU)

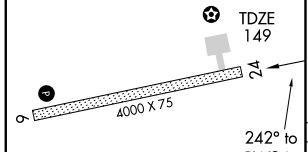
Baro-VNAV NA. DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
Use Galena altimeter setting, when not received, procedure NA.

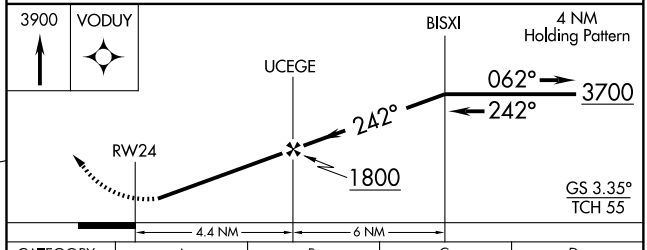
MISSED APPROACH: Climb to 3900 direct VODUY and hold, continue climb-in-hold to 3900.

ANCHORAGE CENTER	CTAF
127.0 290.2	122.9 (L)



ELEV 149





CATEGORY	A	B	C	D
LPV DA	472-1 323 (400-1)			NA
LNAV/VNAV DA	525-1¼ 376 (400-1¼)			NA
LNAV MDA	1060-1¼ 911 (1000-1¼)		1060-2¾ 911 (1000-2¾)	NA
CIRCLING	1060-1¼ 911 (1000-1¼)		1060-2¾ 911 (1000-2¾)	NA

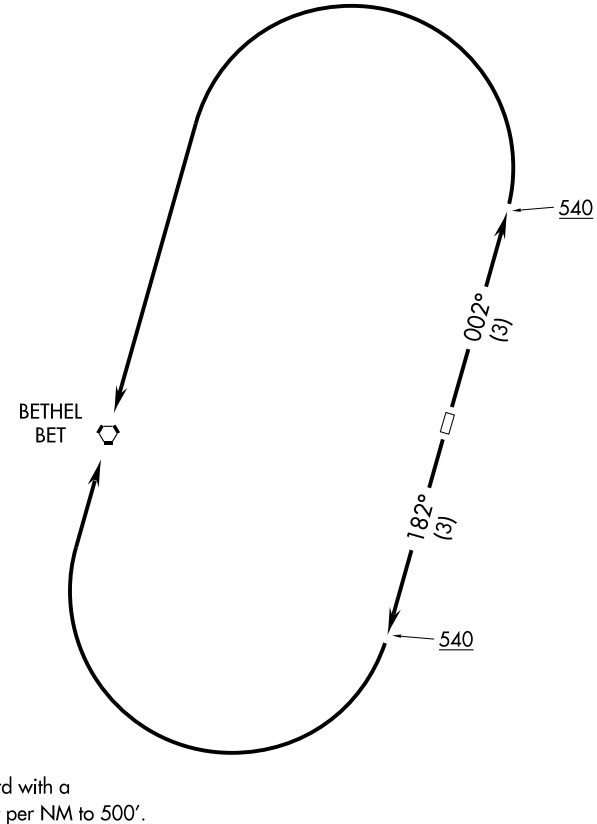
REIL RWY 6 (L)
MIRL RWY 6-24 (L)

AK, 17 DEC 2009 to 11 FEB 2010

BETHEL ONE DEPARTURE (RNAV)

KWETHLUK (KWT) (PFKW)
KWETHLUK, ALASKA

ANCHORAGE CENTER
125.2 372.0
BETHEL ASOS 119.80
122.9 (CTAF)



TAKE-OFF MINIMUMS:
Rwy 36: Standard.
Rwy 18: 400-2 or standard with a minimum climb of 240 feet per NM to 500'.

TAKE-OFF OBSTACLE NOTES:
Rwy 18: Trees and terrain beginning 292' from DER, 373' right of centerline, up to 35' AGL / 63' MSL.
Trees beginning 341' from DER, 399' left of centerline, up to 35' AGL / 134' MSL.
Rwy 36: Trees beginning 95' from DER, 491' left of centerline, up to 35' AGL / 84' MSL.
Trees beginning 203' from DER, 396' right of centerline, up to 18' AGL / 42' MSL.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 36: Climb heading 002° to 540 then left turn direct BET VORTAC, thence . . .
TAKE-OFF RUNWAY 18: Climb heading 182° to 540 then right turn direct BET VORTAC, thence . . .
. . . maintain 2500 or ATC assigned altitude.

AK, 17 DEC 2009 to 11 FEB 2010

WAAS CH 63208 W18A	APP CRS 182°	Rwy Idg 3199 TDZE 25 Apt Elev 25

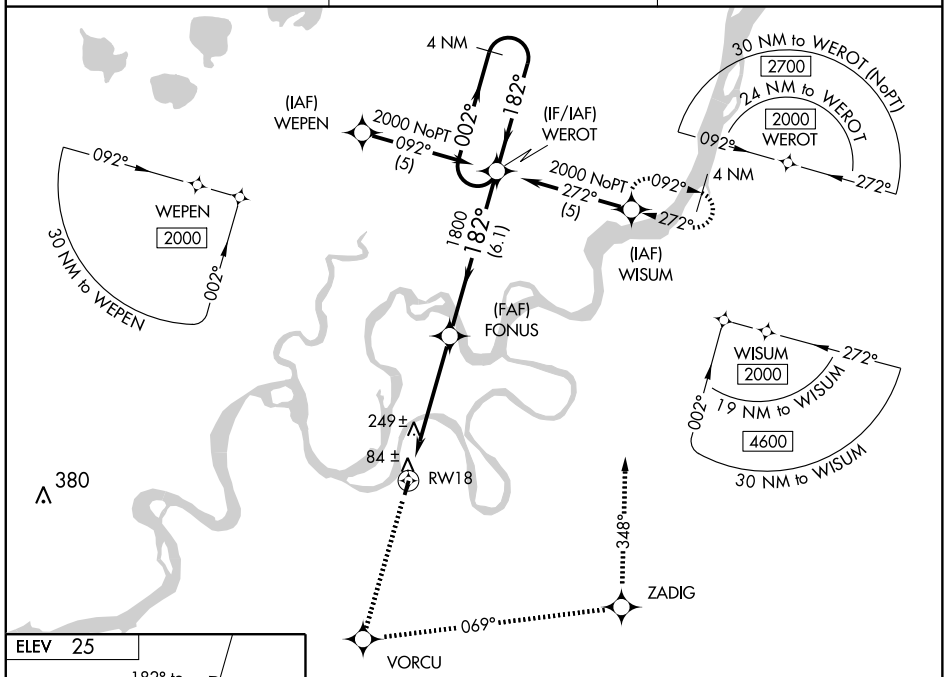
RNAV (GPS) RWY 18

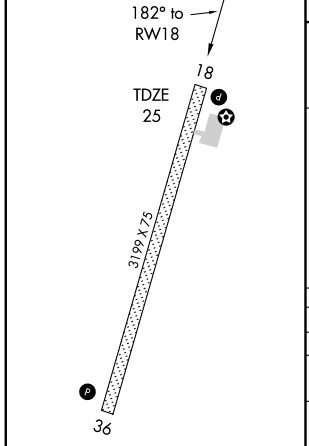
KWETHLUK (KWT) (PFKW)

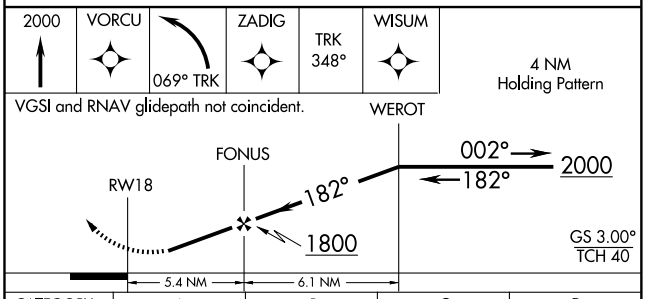
T A NA W — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bethel altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct VORCU and left turn via 069° track to ZADIG and via 348° track to WISUM and hold.

BETHEL ASOS	ANCHORAGE CENTER	CTAF
119.80	125.2 372.0	122.9







CATEGORY	A	B	C	D
LPV DA	316-1 291 (300-1)			
LNAV/VNAV DA	594-2 569 (600-2)			
LNAV MDA	540-1 515 (600-1)		540-1½ 515 (600-1½)	540-1¾ 515 (600-1¾)
CIRCLING	540-1 515 (600-1)		680-1¾ 655 (700-1¾)	680-2 655 (700-2)

AK, 17 DEC 2009 to 11 FEB 2010

WAAS CH 97508 W36A	APP CRS 002°	Rwy Idg 3199 TDZE 25 Apt Elev 25

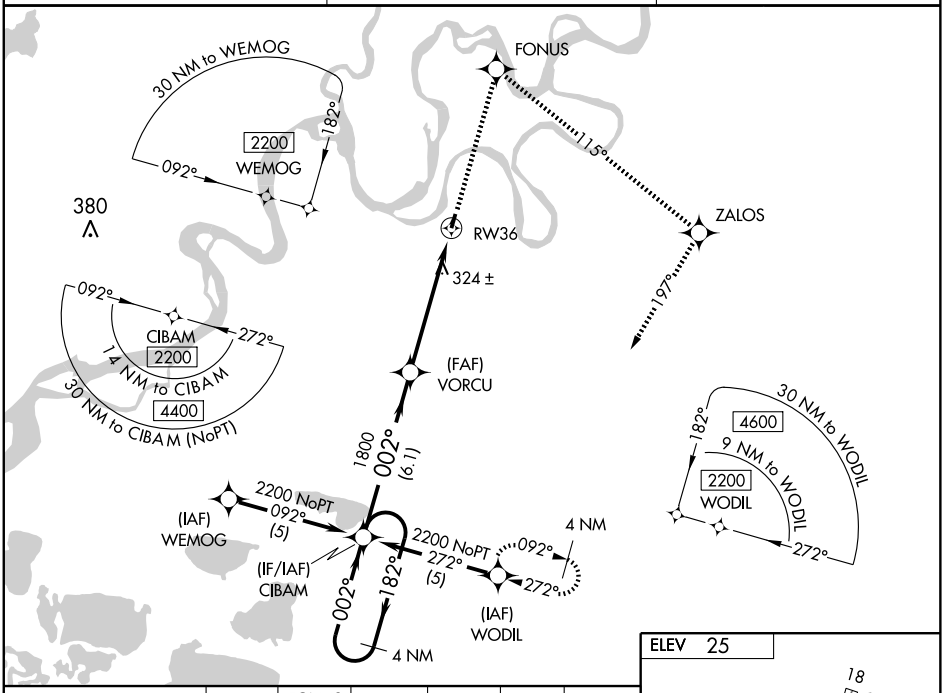
RNAV (GPS) RWY 36

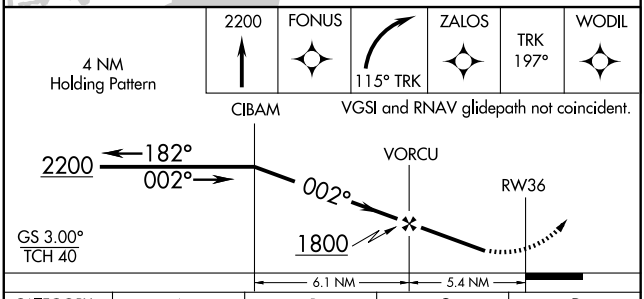
KWETHLUK (KWT) (PFKW)

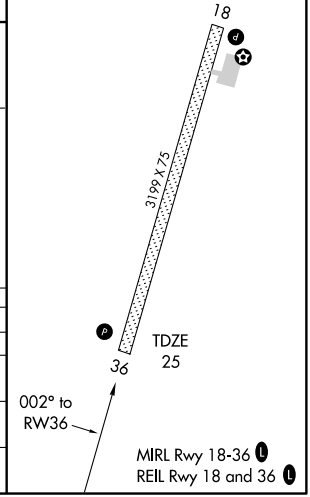
T A NA W — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bethel altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2200 direct FONUS and right turn via 115° track to ZALOS and via 197° track to WODIL and hold.

BETHEL ASOS	ANCHORAGE CENTER	CTAF
119.80	125.2 372.0	122.9





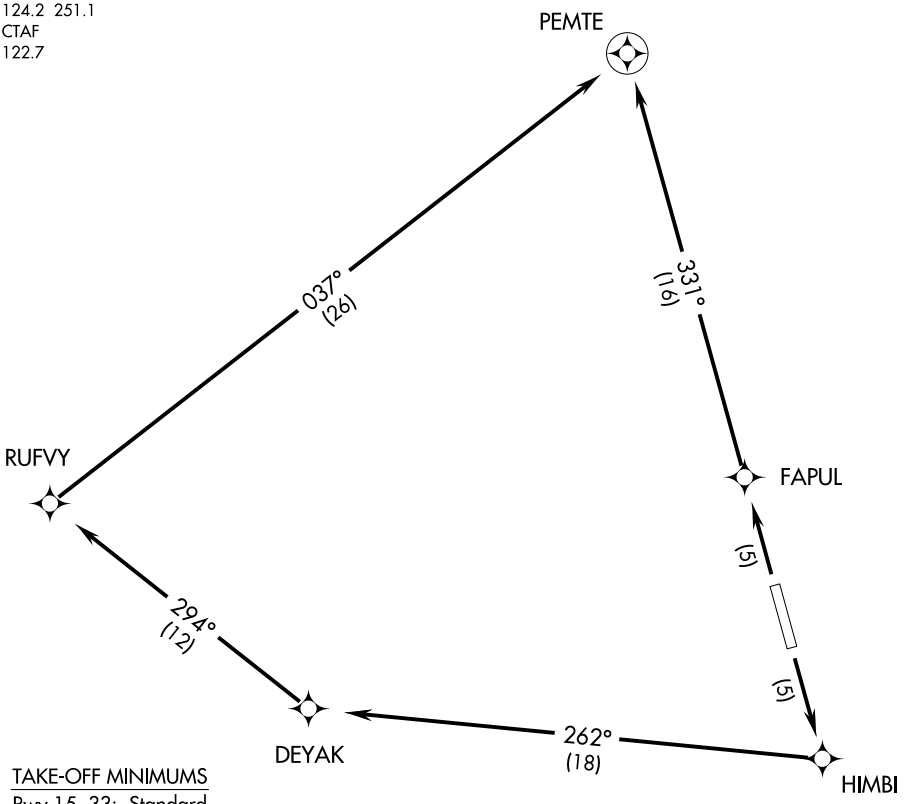


CATEGORY	A	B	C	D
LPV DA	695-2½ 670 (700-2½)			
LNAV/VNAV DA	733-2½ 708 (800-2½)			
LNAV MDA	620-1 595 (600-1)		620-1½ 595 (600-1½)	620-1¾ 595 (600-1¾)
CIRCLING	620-1 595 (600-1)		680-1¾ 655 (700-1¾)	680-2 655 (700-2)

AK, 17 DEC 2009 to 11 FEB 2010

PEMTE ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
125.2 372.2
124.2 251.1
CTAF
122.7



TAKE-OFF MINIMUMS
Rwy 15, 33: Standard.

NOTE: GPS required.
RNAV 1.

TAKE-OFF OBSTACLE NOTES
Rwy 15: Trees 25′ from DER, 325′ right of centerline, 35′ AGL/53′ MSL.
Rwy 33: Trees 60′ from DER, 80′ right of centerline, 35′ AGL/53′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climb to 3000 or ATC assigned altitude direct HIMBI, and right turn via track 262° to DEYAK, and via track 294° to RUFVY, and via track 037° to PEMTE.
TAKE-OFF RWY 33: Climb to 3000 or ATC assigned altitude direct FAPUL and via track 331° to PEMTE.

APP CRS	Rwy Idg	2510
151°	TDZE	18
	Apt Elev	18

RNAV (GPS) RWY 15

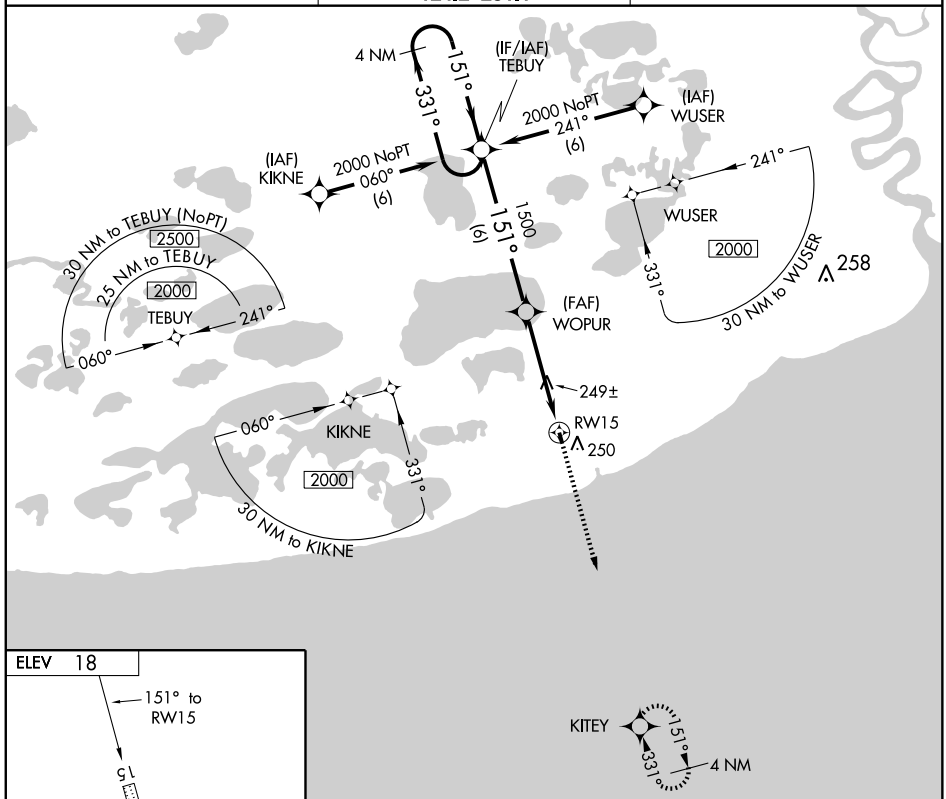
KWIGILLINGOK (GGV)(PAGG)

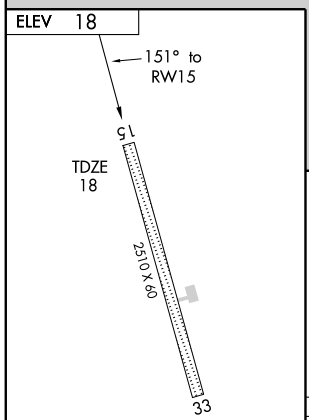
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

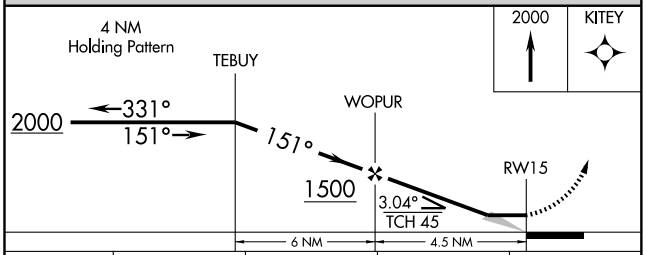
NA Use Kipnuk altimeter setting.

MISSED APPROACH: Climb to 2000 direct KITEY and hold.

KIPNUK ASOS	ANCHORAGE CENTER	CTAF
118.325	125.2 372.2 124.2 251.1	122.7







CATEGORY	A	B	C	D
LNAV MDA	620-1	602 (700-1)	620-1¾ 602 (700-1¾)	NA
CIRCLING	620-1	602 (700-1)	620-1¾ 602 (700-1¾)	NA

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RNAV (GPS) RWY 33

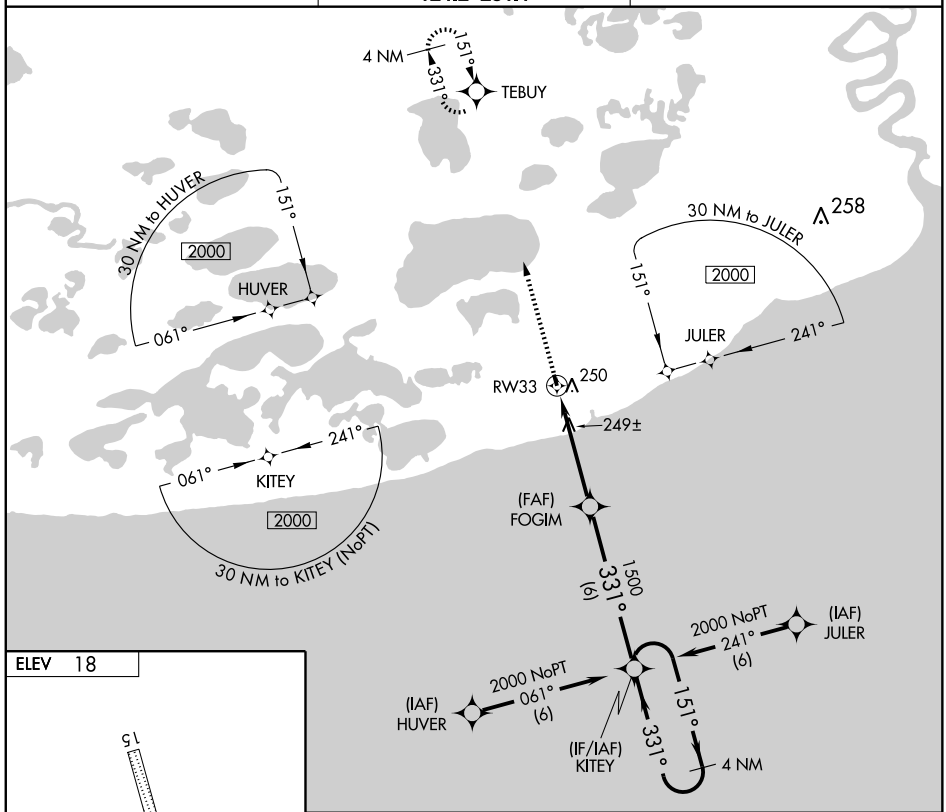
KWIGILLINGOK (GGV)(PAGG)

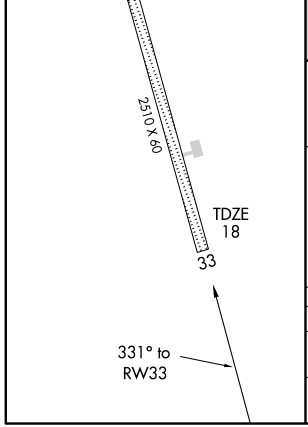
APP CRS	Rwy Idg	2510
331°	TDZE	18
	Apt Elev	18

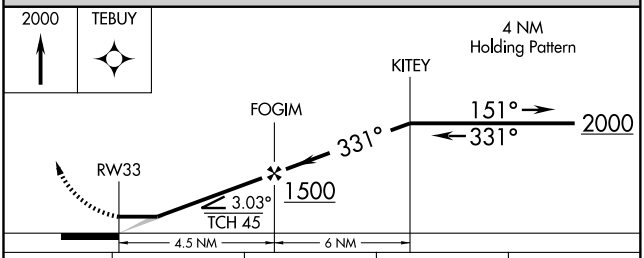
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.
NA Use Kipnuk altimeter setting.

MISSED APPROACH: Climb to 2000 direct TEBUY and hold.

KIPNUK ASOS	ANCHORAGE CENTER	CTAF
118.325	125.2 372.2 124.2 251.1	122.7







CATEGORY	A	B	C	D
LNAV MDA	620-1	602 (700-1)	620-1¾ 602 (700-1¾)	NA
CIRCLING	620-1	602 (700-1)	620-1¾ 602 (700-1¾)	NA

AK, 17 DEC 2009 to 11 FEB 2010

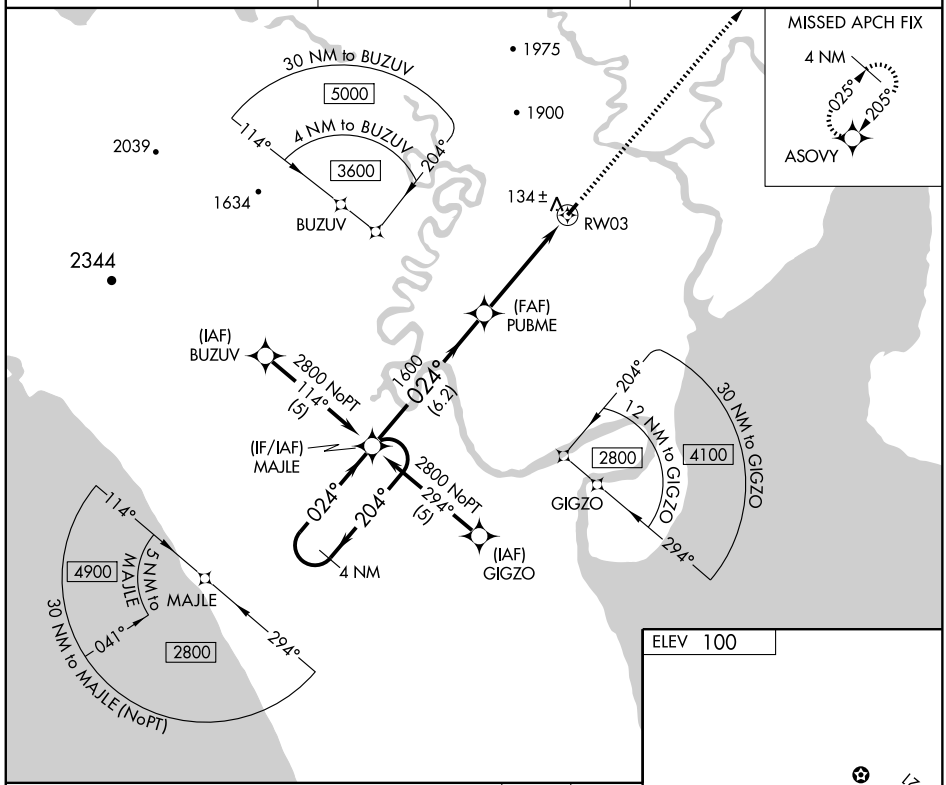
APP CRS	Rwy Idg	3300
024°	TDZE	98
	Apt Elev	100

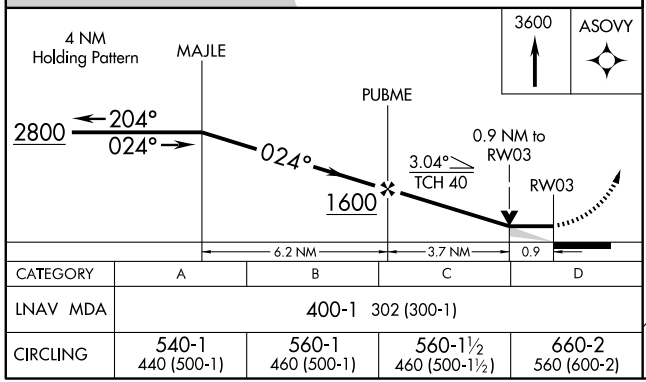
RNAV (GPS) RWY 3
MANOKOTAK (MBA) (PAMB)

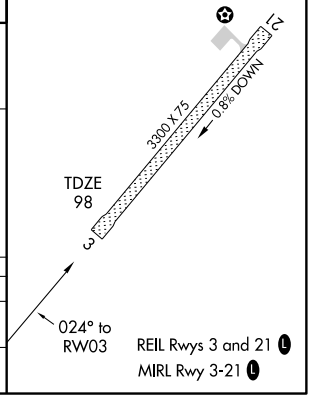
DME/DME RNP-0.3 NA.
VDP NA when using Dillingham altimeter setting.
When local altimeter setting not received use Dillingham altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct ASOVY and hold.

ASOS	ANCHORAGE CENTER	CTAF
120.625	132.75 282.35	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	400-1 302 (300-1)			
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	660-2 560 (600-2)

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MANOKOTAK, ALASKA

AL-10163 (FAA)

APP CRS	Rwy Idg	3300
204°	TDZE	100
	Apt Elev	100

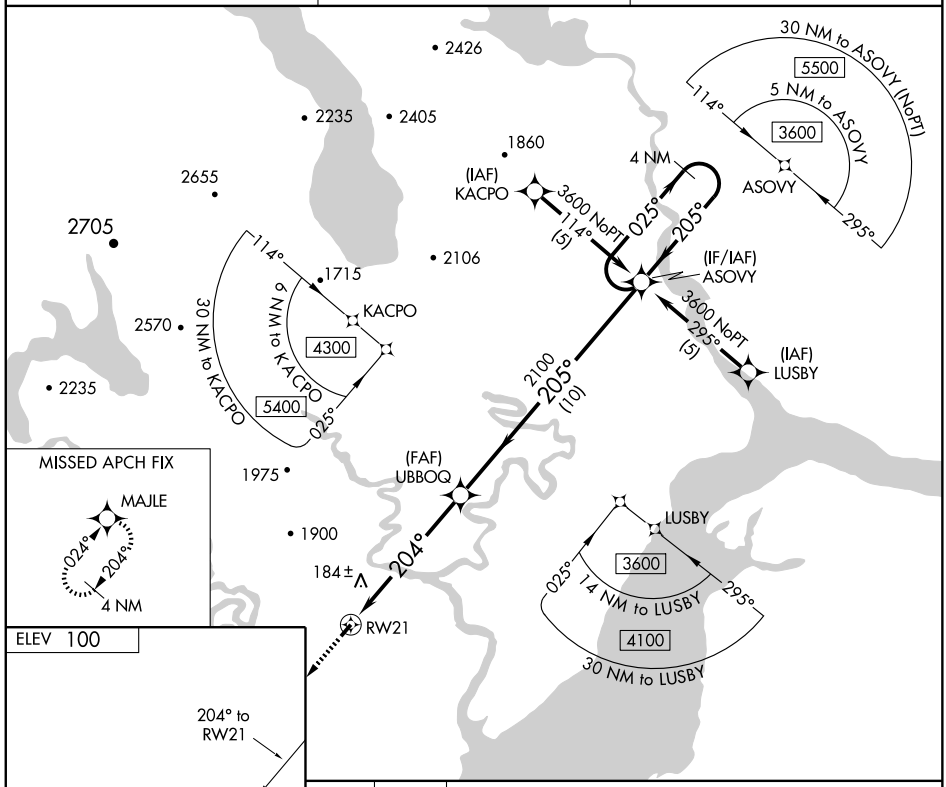
RNAV (GPS) RWY 21

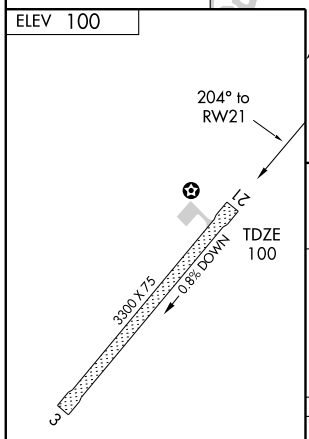
MANOKOTAK (MBA) (PAMB)

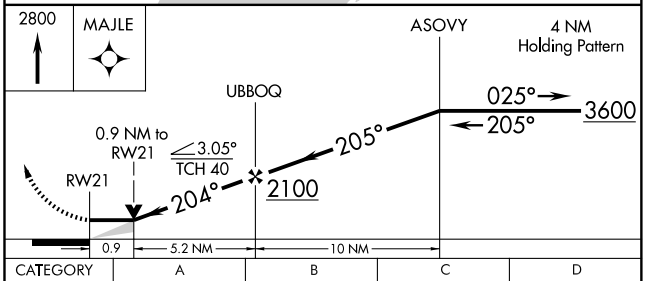
DME/DME RNP-0.3 NA.
VDP NA when using Dillingham altimeter setting.
When local altimeter setting not received use Dillingham altimeter setting and increase all MDA 40 feet and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct MAJLE and hold.

ASOS	ANCHORAGE CENTER	CTAF
120.625	132.75 282.35	122.9 L



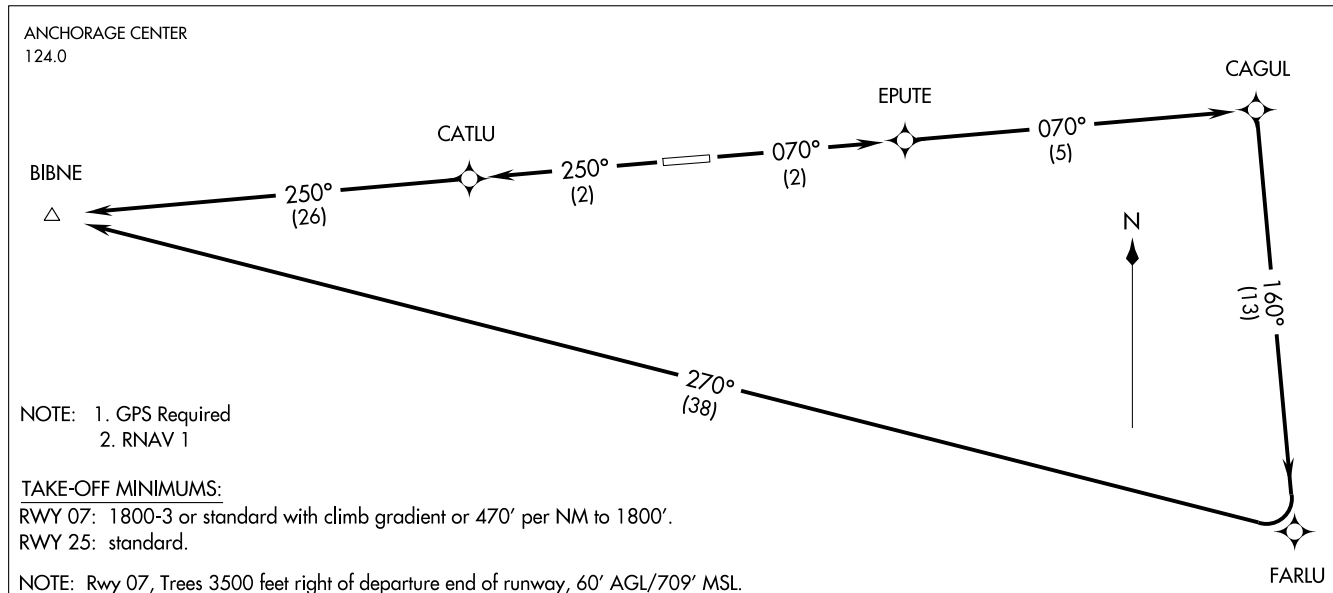




CATEGORY	A	B	C	D
LNAV MDA	440-1 340 (400-1)			
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	660-2 560 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

AK. 17 DEC 2009 to 11 FEB 2010



NOTE: 1. GPS Required
2. RNAV 1

TAKE-OFF MINIMUMS:

RWY 07: 1800-3 or standard with climb gradient or 470′ per NM to 1800′.
RWY 25: standard.

NOTE: Rwy 07, Trees 3500 feet right of departure end of runway, 60′ AGL/709′ MSL.
Trees 4500 feet right of departure end of runway, 60′ AGL/1059′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb to 3000 via 070° course to EPUTE WP, then via 070° track to CAGUL WP, then via 160° track to FARLU WP, then right turn 270° track to BIBNE WP, thence. . . .

TAKE-OFF RUNWAY 25: Climb to 3000 via 250° course to CATLU WP, then via 250° track to BIBNE WP, thence. . . .

. . . . Proceed on course.

DEPARTURE OBSTACLES

Rwy 07: 1109′ MSL tree.
1774′ MSL tree.

NOTE: Chart not to scale.

BIBNE ONE DEPARTURE (RNAV) (OBSTACLE)

(BIBNE1.BIBNE) 08045

MARSHALL DON HUNTER SR (MDM)(PADM)

MARSHALL, ALASKA

APP CRS	Rwy Idg	N/A
231°	TDZE	N/A
	Apt Elev	103

RNAV (GPS)-A

MARSHALL DON HUNTER SR (MDM)(PADM)

When local altimeter setting not received, use Russian Mission altimeter setting and increase all MDAs 60 feet and Cat B visibility ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct DICEC and via 293° track to ANESE and hold, continue climb-in-hold to 4000.

ASOS	ANCHORAGE CENTER	CTAF
119.675	124.0	122.9 L

Procedure NA for arrivals at SMA NDB via B27 northbound and via G15 southwestbound.

ST MARYS SMA

4000 078° (43.6)

ANESE

088° 268° 4 NM

4000 066° (19.9)

(IAF) JAGUT

3000 141° (5)

(IF) CADUG

2028 ±

(FAF) FABSO

1509 ±

2900 231° (5.1)

ANECA 2.3 NM to ZOXIM

(MAP) ZOXIM

559 ±

1832

3000 304° (7.2)

1502

(IAF) DAVBE

293°

DICEC

1714

MSA ZOXIM 25 NM

3900

ELEV 103

231° to ZOXIM

0.1 % UP

3201 X 100

25

4000 026° (35.7)

MARSI

4000	DICEC	293° TRK	ANESE

CADUG 3000

FABSO

231°

ANECA 2.3 NM to ZOXIM

2900

ZOXIM

1720

Procedure Turn NA

2.3 NM | 3.1 NM | 5.1 NM

CATEGORY	A	B	C	D
CIRCLING	820-1 717 (800-1)	1020-1¼ 917 (1000-1¼)	NA	

REIL Rwy 7 L

MIRL Rwy 7-25 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3201
070°	TDZE	102
	Apt Elev	103

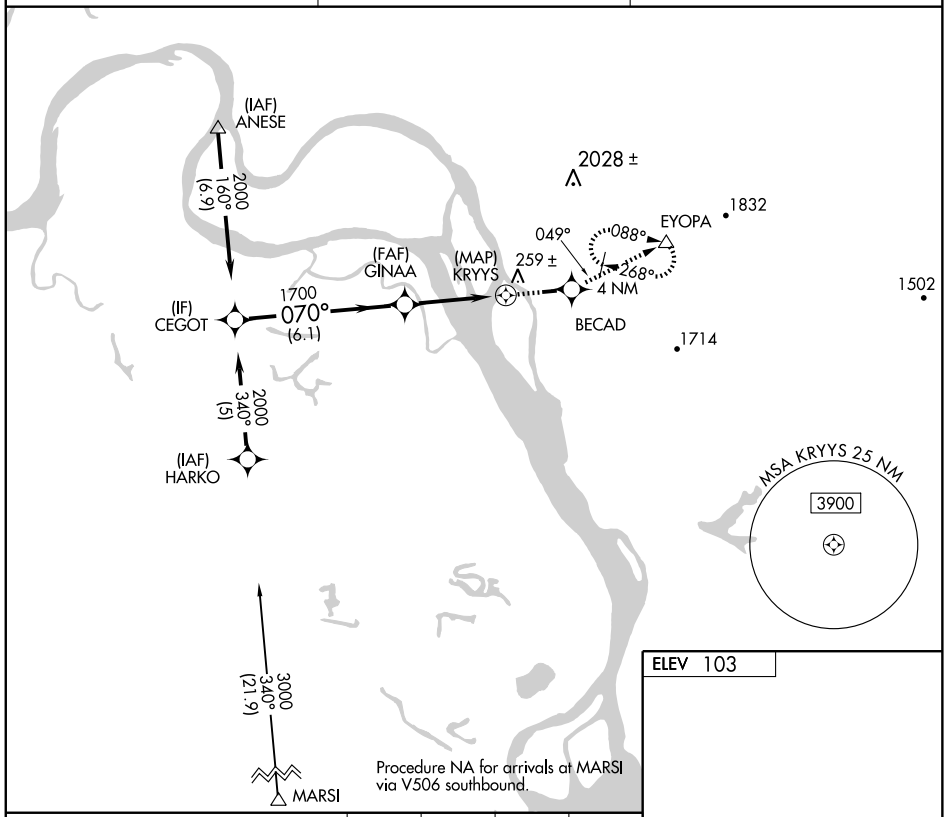
RNAV (GPS) RWY 7

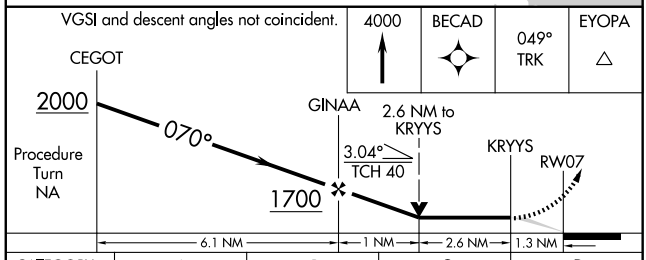
MARSHALL DON HUNTER SR (MDM)(PADM)

When local altimeter setting not received, use Russian Mission altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct BECAD and via 049° track to EYOPA and hold, continue climb-in-hold to 4000.

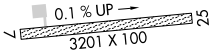
ASOS	ANCHORAGE CENTER	CTAF
119.675	124.0	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1340-1½ 1238 (1300-1½)		NA	
CIRCLING	1340-1½ 1237 (1300-1½)		NA	

ELEV 103



REIL Rwy 7 L

MIRL Rwy 7-25 L

AK, 17 DEC 2009 to 11 FEB 2010

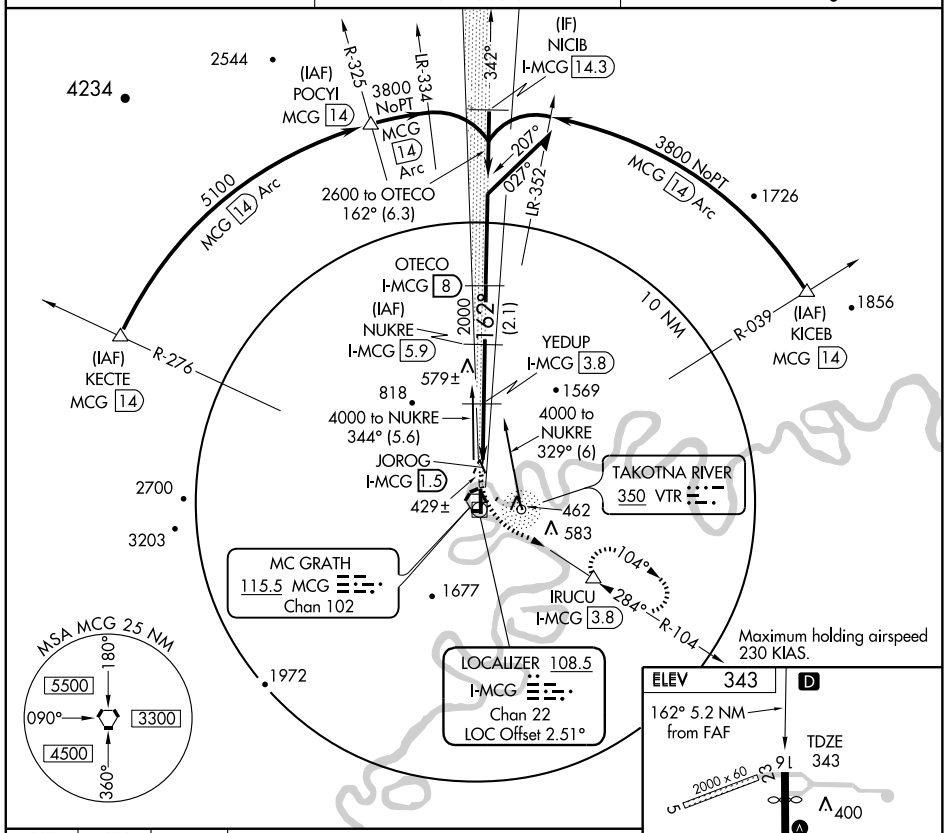
LOC/DME I-MCG	APP CRS	Rwy Idg	5390
108.5	162°	TDZE	343
Chan 22		Apt Elev	343

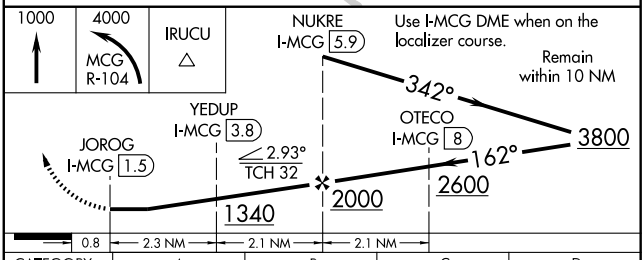
LOC/DME RWY 16

MC GRATH (MCG)(PAMC)

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 via MCG VORTAC R-104 to IRUCU/MCG 5 DME and hold, continue climb-in-hold to 4000.

ASOS	ANCHORAGE CENTER	MCGRATH RADIO
135.65	128.1 353.8	123.6 (CTAF) L





CATEGORY	A	B	C	D
S-16	760-1 417 (500-1)		760-1¼ 417 (500-1¼)	
CIRCLING	820-1 477 (500-1)		820-1½ 477 (500-1½)	1180-2¾ 837 (900-2¾)

MIRL Rwy 16-34 L

REIL Rwys 16 and 34 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	5390
160°	TDZE	343
	Apt Elev	343

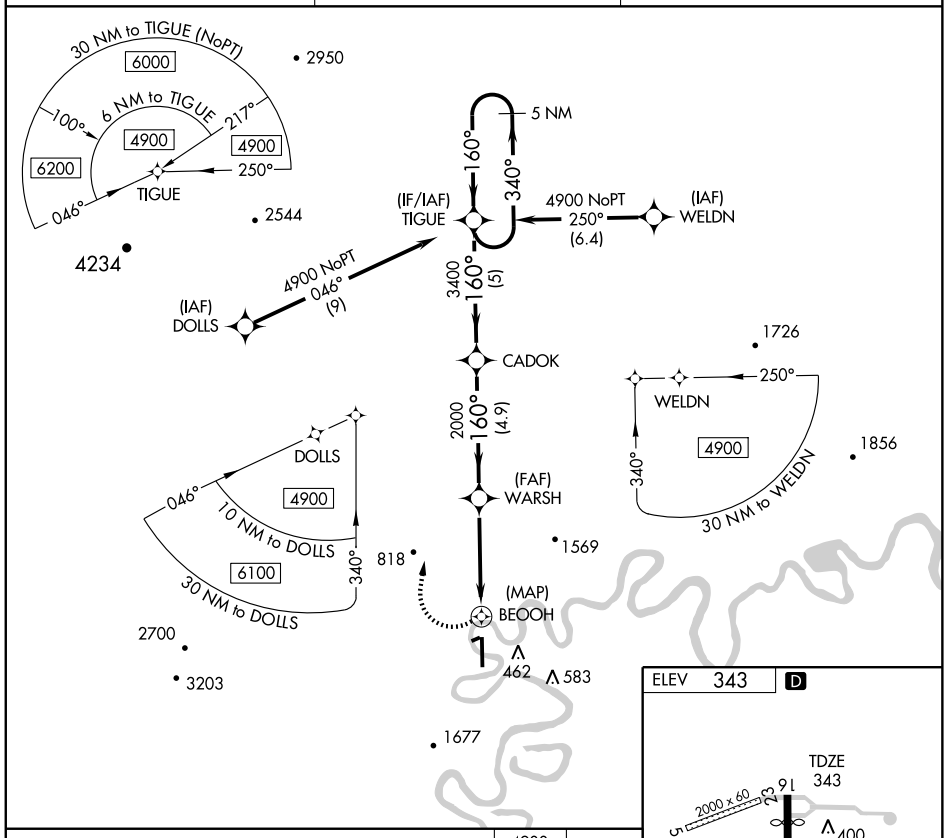
RNAV (GPS) RWY 16

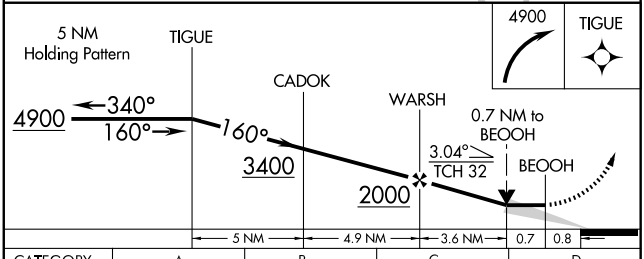
MC GRATH (MCG) (PAMC)

DME/DME RNP- 0.3 NA.

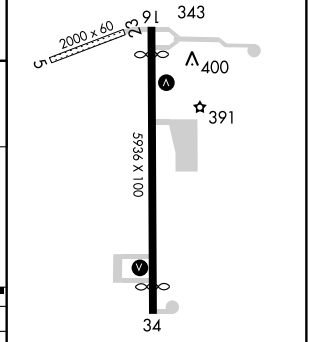
MISSED APPROACH: Climbing right turn to 4900 direct TIGUE and hold, continue climb in hold to 4900.

ASOS	ANCHORAGE CENTER	MCGRATH RADIO
135.65	128.1 353.8	123.6 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	840-1 497 (500-1)		840-1¼ 497 (500-1¼)	840-1½ 497 (500-1½)
CIRCLING	840-1 497 (500-1)		840-1½ 497 (500-1½)	1180-2¾ 837 (900-2¾)



MIRL Rwy 16-34 L

REIL Rwys 16 and 34 L

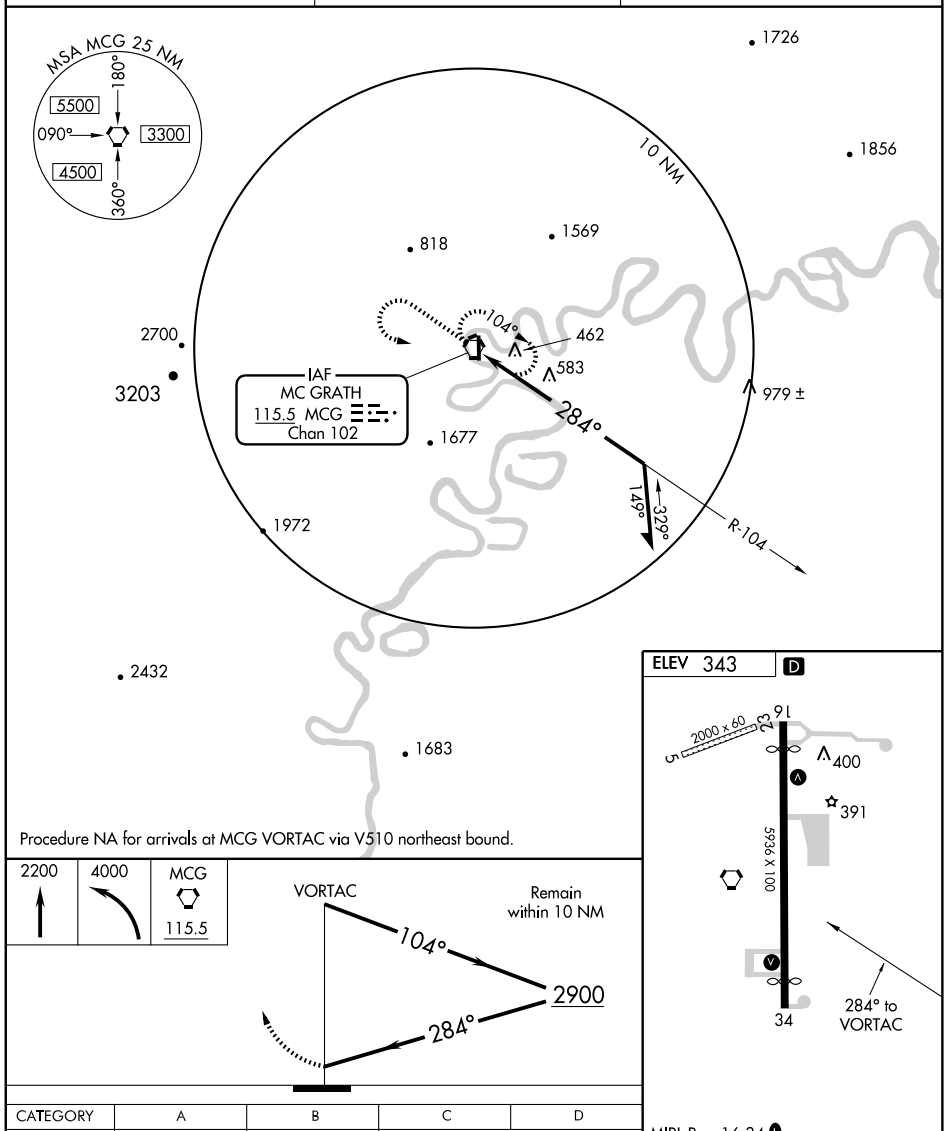
AK. 17 DEC 2009 to 11 FEB 2010

VORTAC MCG	APP CRS	Rwy Idg	N/A
115.5	284°	TDZE	N/A
Chan 102		Apt Elev	343

VOR-A
MC GRATH(MCG)(PAMC)

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 direct to MCG VORTAC and hold, continue climb in hold to 4000.

ASOS	ANCHORAGE CENTER	MCGRATH RADIO
135.65	128.1 353.8	123.6 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 1057 (1100-1¼)	1400-1½ 1057 (1100-1½)	1400-3 1057 (1100-3)	

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

AK, 17 DEC 2009 to 11 FEB 2010

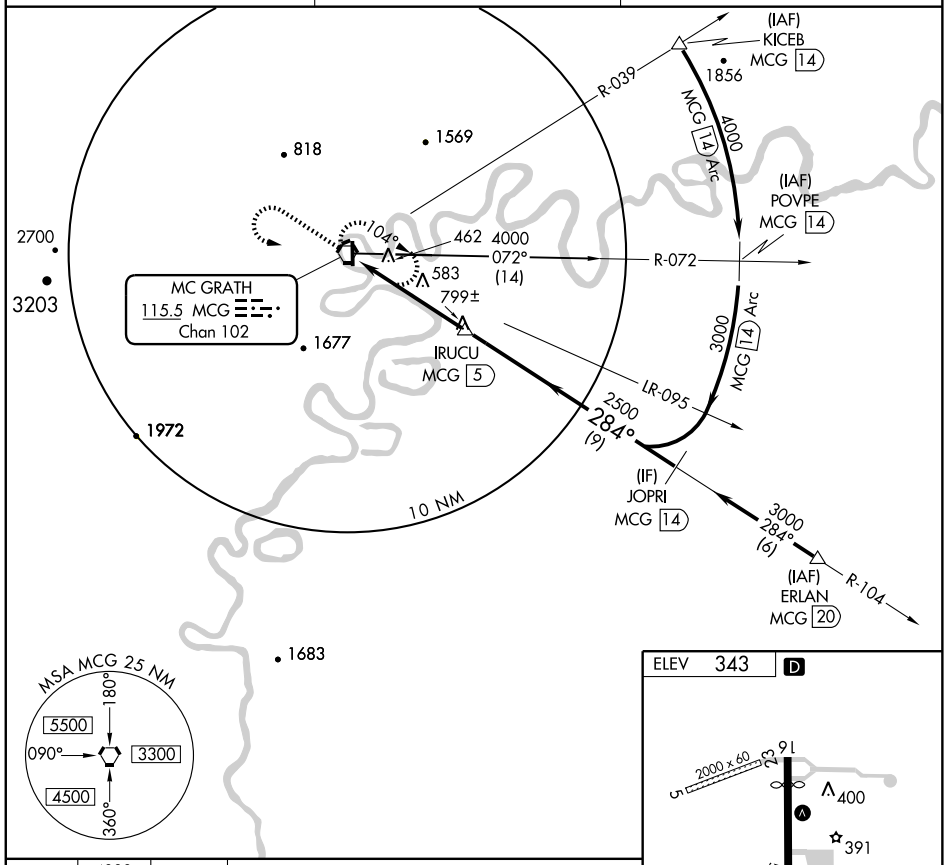
VORTAC MCG 115.5 Chan 102	APP CRS 284°	Rwy Idg N/A TDZE N/A Apt Elev 343

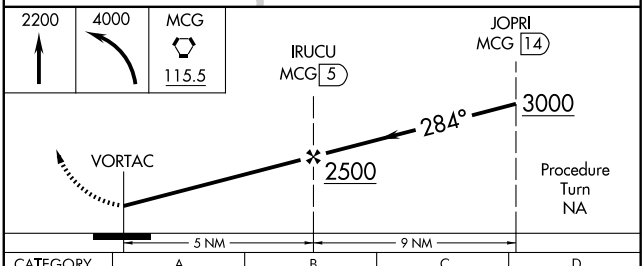
VOR/DME-C

MC GRATH (MCG)(PAMC)

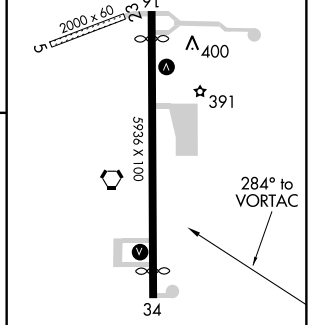
MISSED APPROACH: Climb to 2200, then climbing left turn to 4000 direct MCG VORTAC and hold, continue climb in hold to 4000.

ASOS	ANCHORAGE CENTER	MCGRATH RADIO
135.65	128.1 353.8	123.6 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1060-1 717 (800-1)		1060-2 717 (800-2)	1180-2¾ 837 (900-2¾)



MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

AK, 17 DEC 2009 to 11 FEB 2010

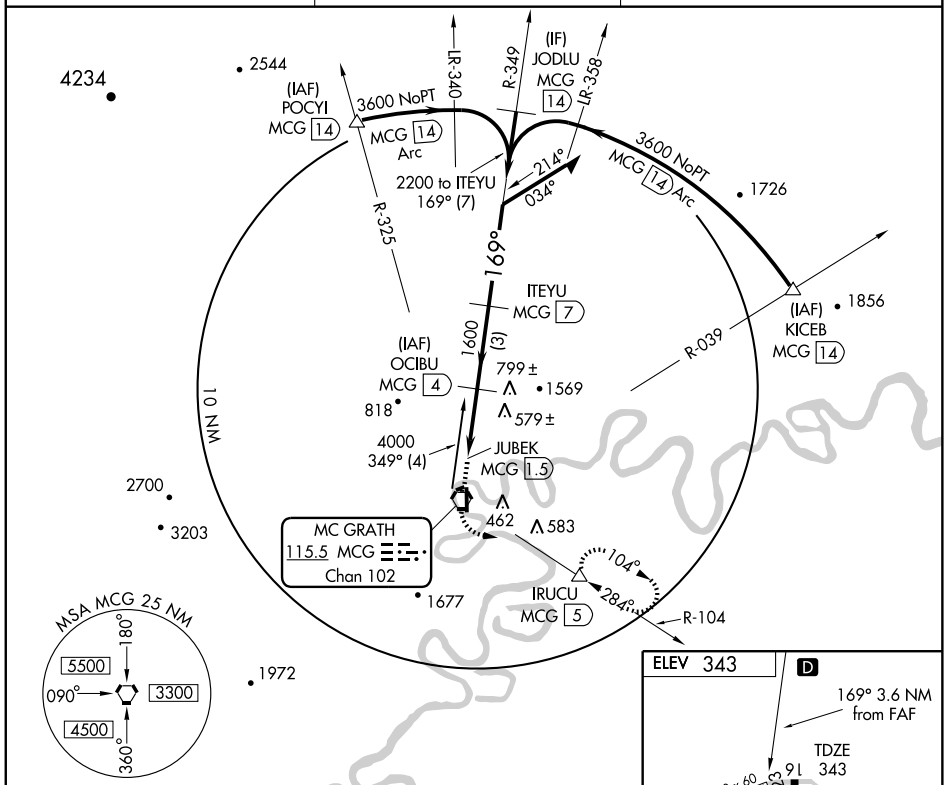
VORTAC MCG	APP CRS	Rwy Idg	5390
115.5	169°	TDZE	343
Chan 102		Apt Elev	343

VOR/DME or TACAN RWY 16

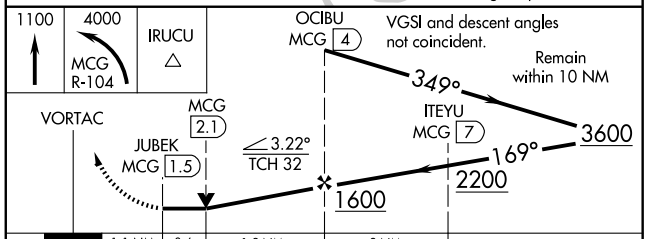
MC GRATH (MCG)(PAMC)

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via MCG VORTAC R-104 to IRUCU/5 DME and hold, continue climb in hold to 4000.

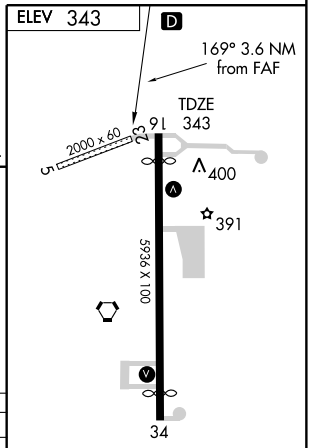
ASOS	ANCHORAGE CENTER	MCGRATH RADIO
135.65	128.1 353.8	123.6 (CTAF) L



Maximum holding airspeed 230 KIAS.



CATEGORY	A	B	C	D
S-16	900-1¼ 557 (600-1¼)		900-1½ 557 (600-1½)	900-1¾ 557 (600-1¾)
CIRCLING	900-1¼ 557 (600-1¼)		900-1½ 557 (600-1½)	1180-2¾ 837 (900-2¾)



MIRL Rwy 16-34 L

REIL Rwys 16 and 34 L

AK, 17 DEC 2009 to 11 FEB 2010

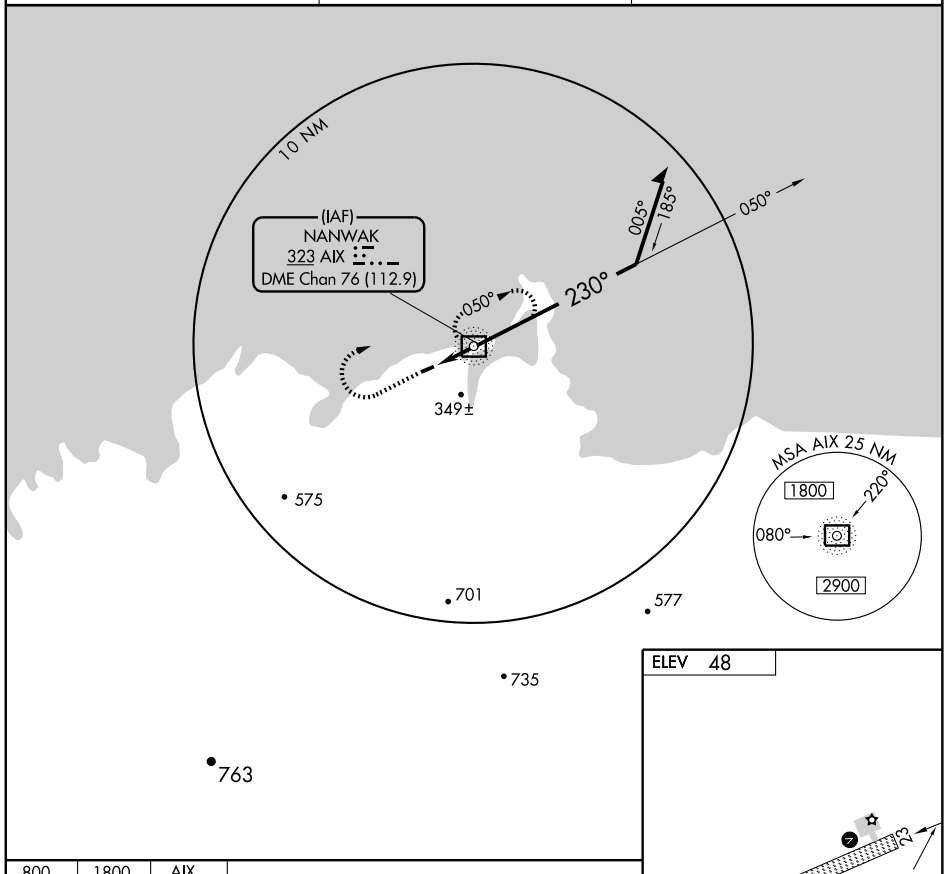
NDB/DME AIX 323 Chan 76 (112.9)	APP CRS 230°	Rwy Idg N/A TDZE N/A Apt Elev 48

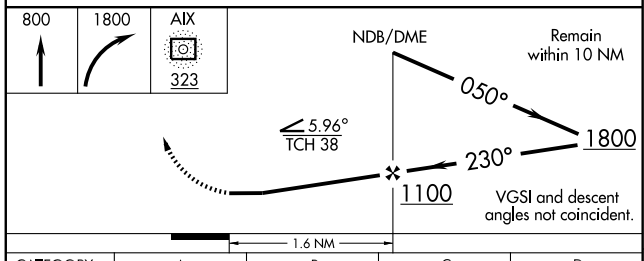
NDB-B

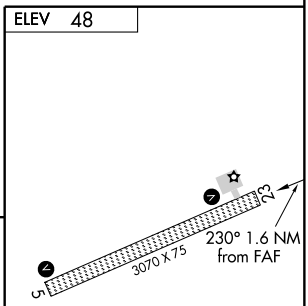
MEKORYUK (MYU) (PAMY)

MISSED APPROACH: Climb to 800 then climbing right turn to 1800 direct AIX NDB/DME and hold, continue climb-in-hold to 1800.

AWOS-3	ANCHORAGE CENTER	CTAF
123.9	124.5 372.0	122.9 (L)







REIL Rwys 5 and 23
MIRL Rwy 5-23 (L)

CATEGORY	A	B	C	D
CIRCLING	700-1 652 (700-1)		700-1¾ 652 (700-1¾)	720-2¼ 672 (700-2¼)

FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

AK, 17 DEC 2009 to 11 FEB 2010

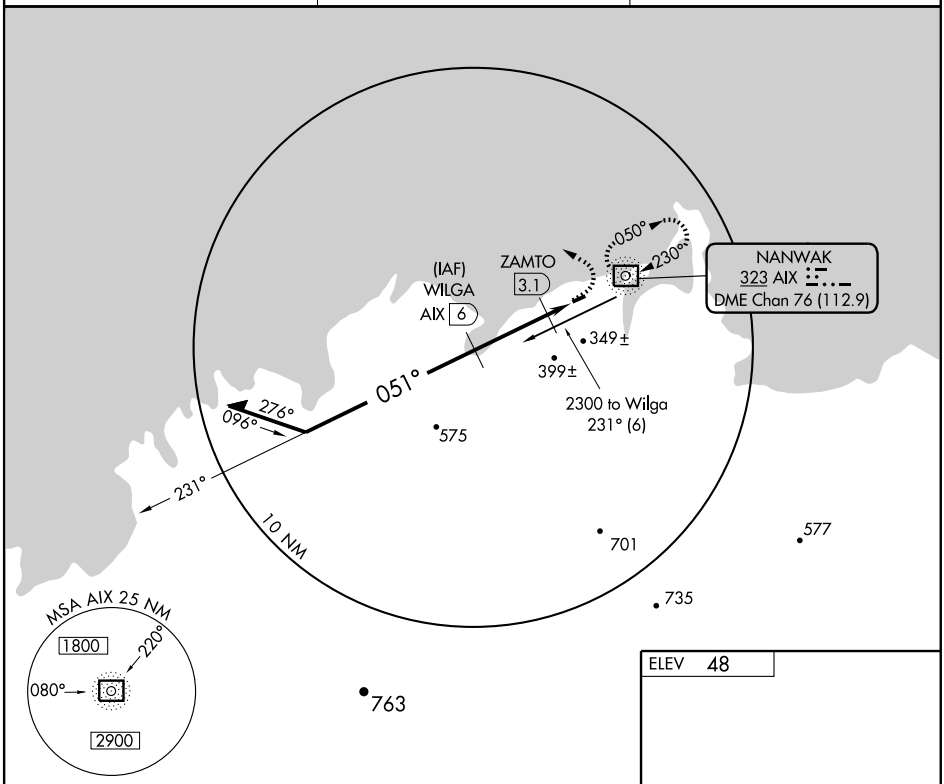
NDB/DME AIX 323 Chan 76 (112.9)	APP CRS 051°	Rwy Idg N/A TDZE N/A Apt Elev 48

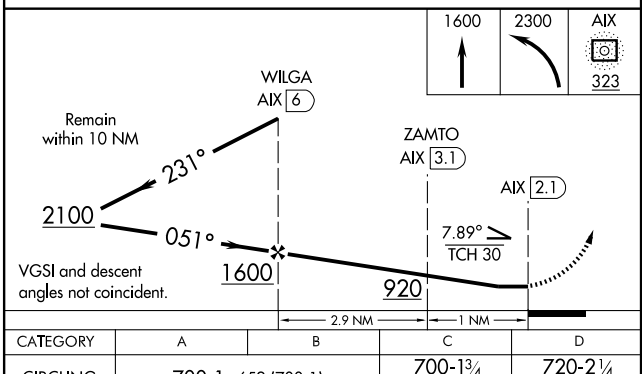
NDB/DME-A

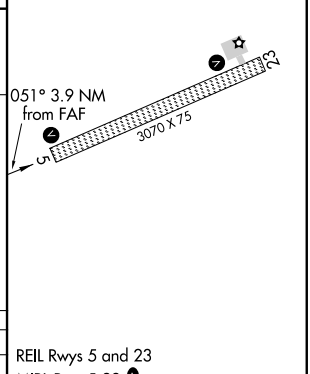
MEKORYUK (MYU) (PAMY)

MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 direct AIX NDB/DME and hold, continue climb-in-hold to 2300.

AWOS-3	ANCHORAGE CENTER	CTAF
123.9	124.5 372.0	122.9 L







CATEGORY	A	B	C	D
CIRCLING	700-1 652 (700-1)		700-1¾ 652 (700-1¾)	720-2¼ 672 (700-2¼)

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3070
064°	TDZE	48
	Apt Elev	48

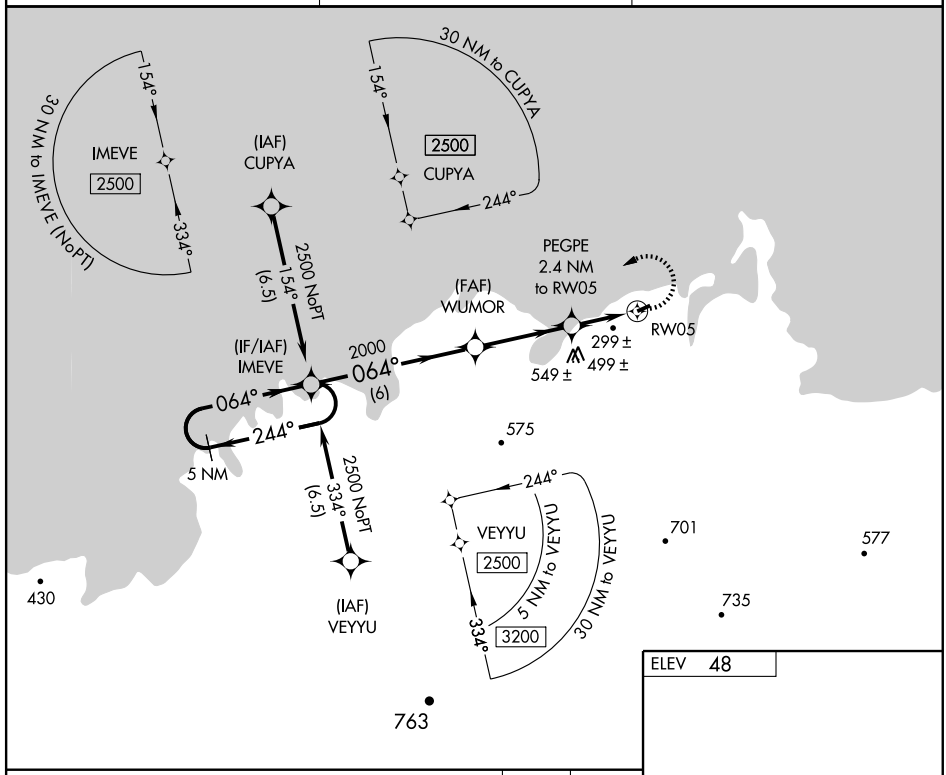
RNAV (GPS) RWY 5

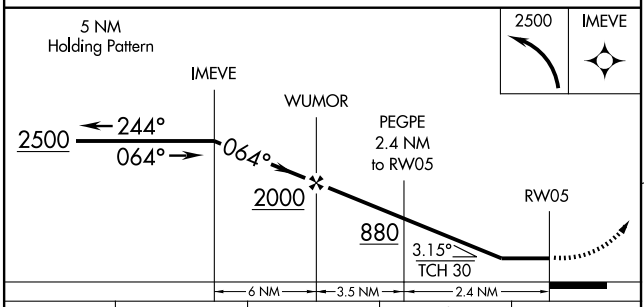
MEKORYUK (MYU) (PAMY)

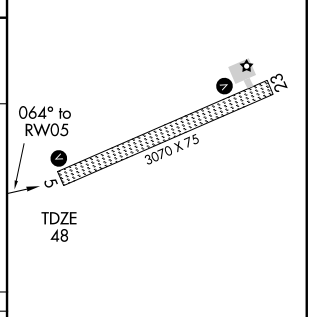
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct IMEVE and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
123.9	124.5 372.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	600-1 552 (600-1)		600-1½ 552 (600-1½)	600-1¾ 552 (600-1¾)
CIRCLING	600-1 552 (600-1)		600-1½ 552 (600-1½)	720-2¼ 672 (700-2¼)

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3070
234°	TDZE	48
	Apt Elev	48

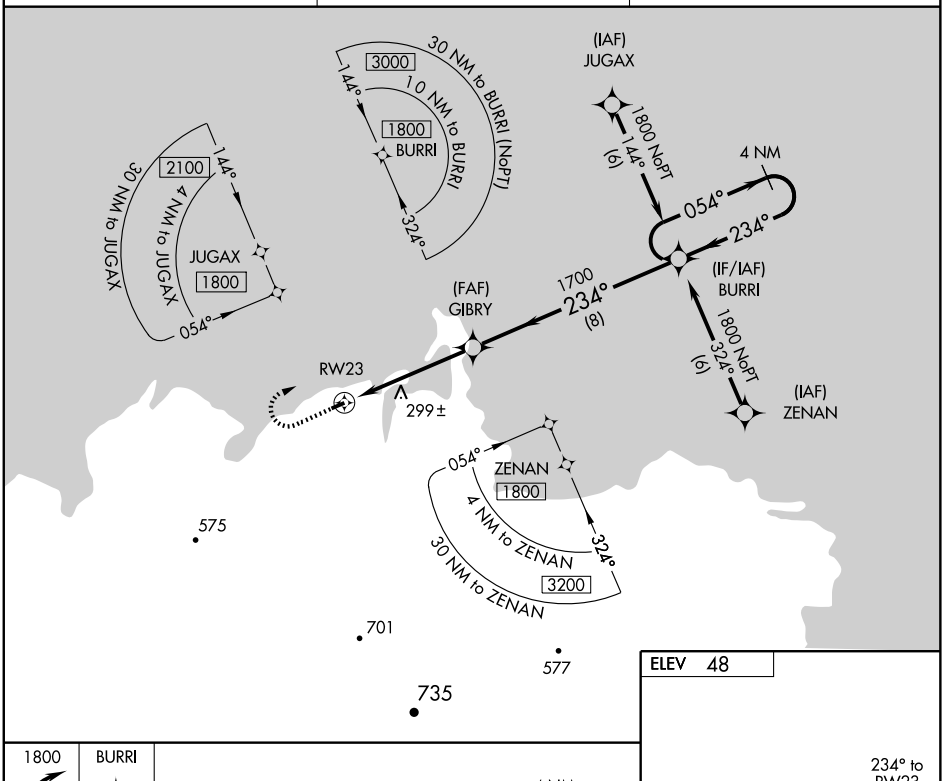
RNAV (GPS) RWY 23

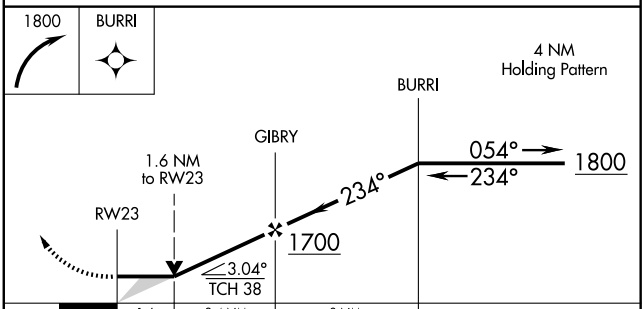
MEKORYUK (MYU) (PAMY)

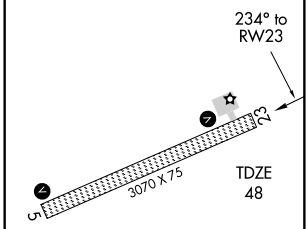
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 1800 direct BURRI and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
123.9	124.5 372.0	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	600-1 552 (600-1)		600-1½ 552 (600-1½)	600-1¾ 552 (600-1¾)
CIRCLING	600-1 552 (600-1)		600-1½ 552 (600-1½)	720-2¼ 672 (700-2¼)

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3158
013°	TDZE	100
	Apt Elev	100

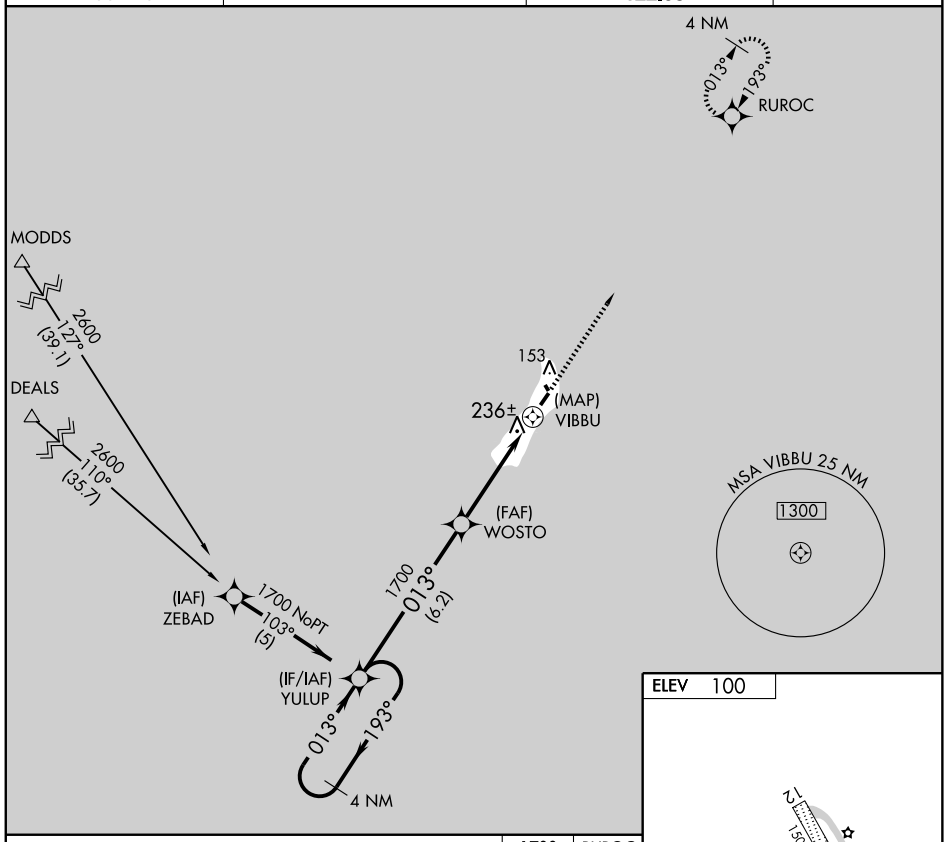
RNAV (GPS) RWY 1

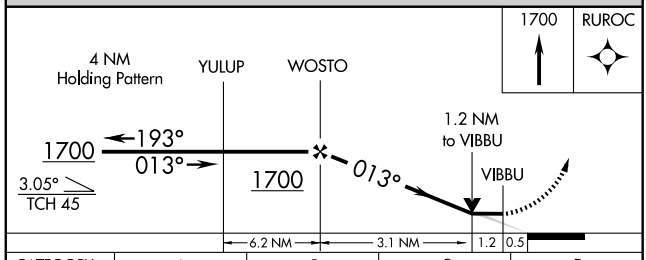
MIDDLETON ISLAND (MDO) (PAMD)

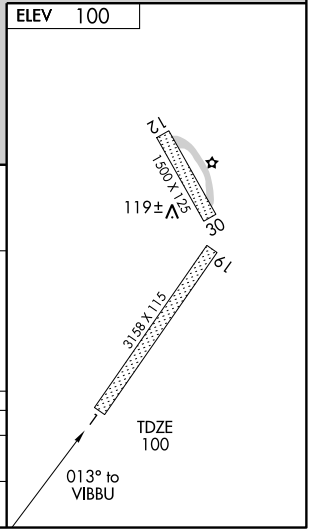
DME/DME RNP-0.3 NA.
Procedure NA at night.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1700 direct RUROC and hold.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
135.725	133.6 269.4	122.05	122.9







CATEGORY	A	B	C	D
LNAV MDA	540-1	440 (500-1)	540-1¼ 440 (500-1¼)	NA
CIRCLING	600-1	500 (500-1)	600-1½ 500 (500-1½)	NA

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS		
193°	Rwy Idg	3158
	TDZE	100
	Apt Elev	100

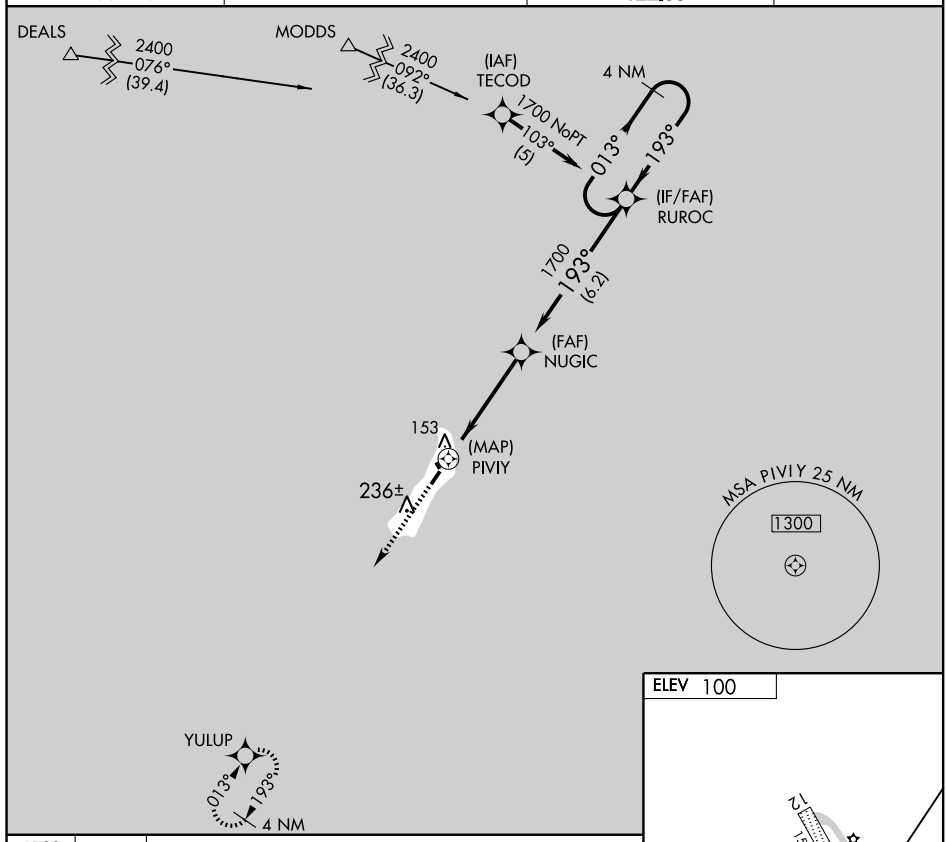
RNAV (GPS) RWY 19

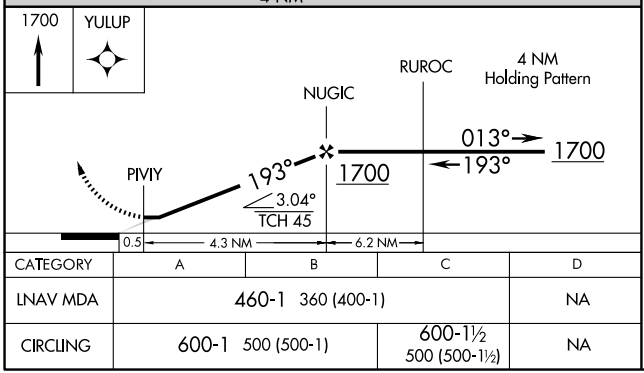
MIDDLETON ISLAND (MDO) (PAMD)

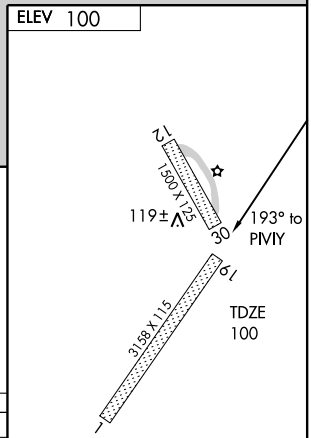
DME/DME RNP-0.3 NA.
Procedure NA at night.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1700 direct YULUP and hold.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
135.725	133.6 269.4	122.05	122.9







CATEGORY	A	B	C	D
LNAV MDA	460-1 360 (400-1)			NA
CIRCLING	600-1 500 (500-1)		600-1½ 500 (500-1½)	NA

AK, 17 DEC 2009 to 11 FEB 2010

VOR/DME MDO	APP CRS	Rwy Idg	3158
115.3	197°	TDZE	100
Chan 100		Apt Elev	100

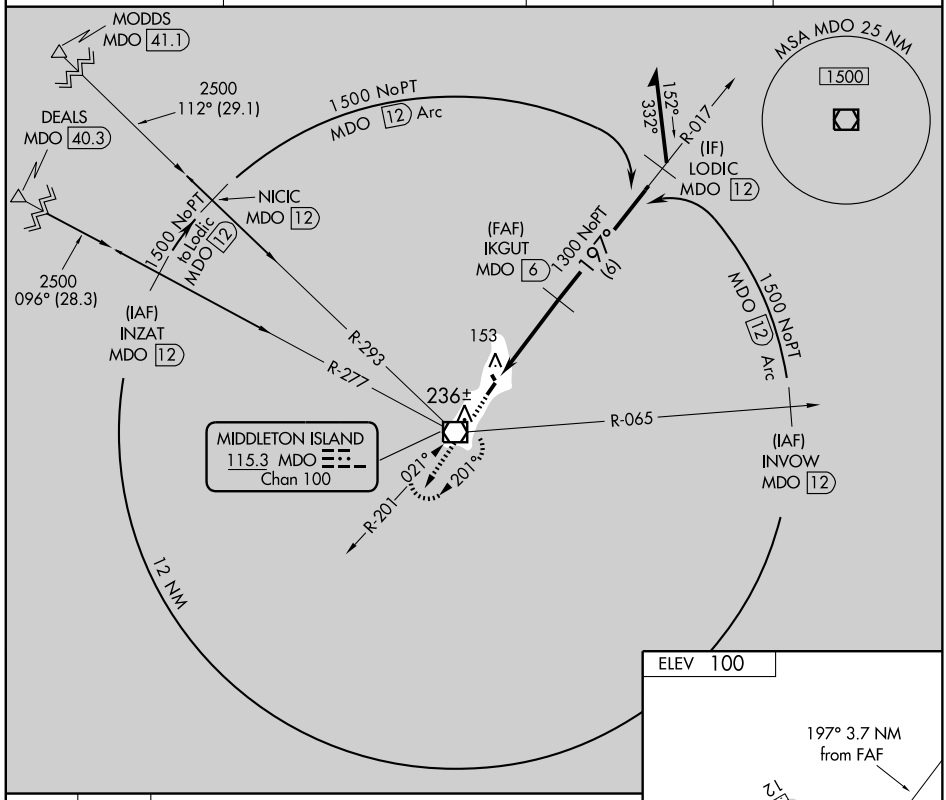
VOR/DME RWY 19

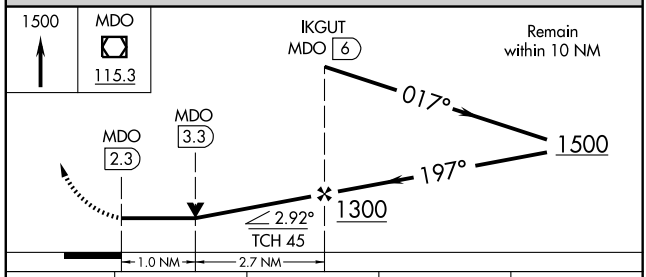
MIDDLETON ISLAND (MDO) (PAMD)

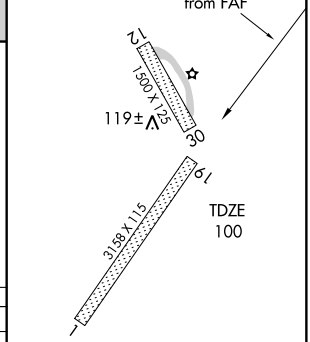
If local altimeter setting not received, procedure NA. Procedure NA at night.

MISSED APPROACH: Climb to 1500 direct MDO VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
135.725	133.6 269.4	122.05	122.9







CATEGORY	A	B	C	D
S-19	460-1 360 (400-1)			NA
CIRCLING	600-1 500 (500-1)		600-1½ 500 (500-1½)	NA

AK, 17 DEC 2009 to 11 FEB 2010

VOR/DME MDO	APP CRS	Rwy Idg	3158
115.3	021°	TDZE	100
Chan 100		Apt Elev	100

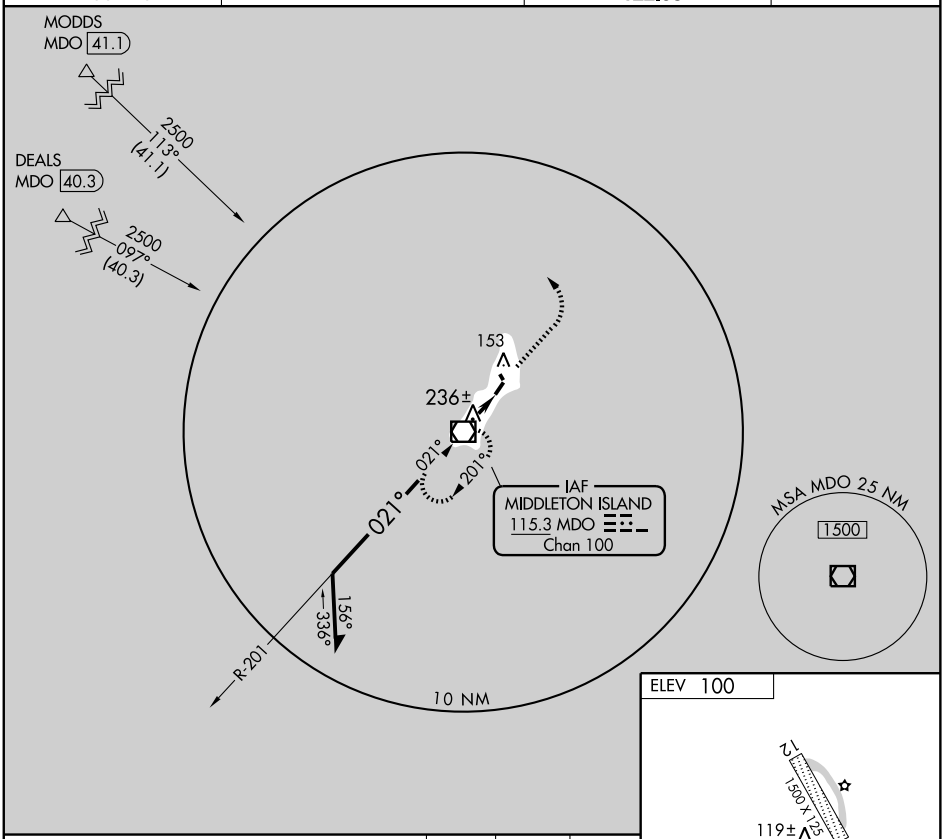
VOR RWY 1

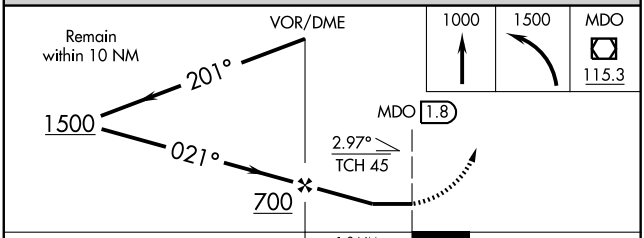
MIDDLETON ISLAND (MDO) (PAMD)

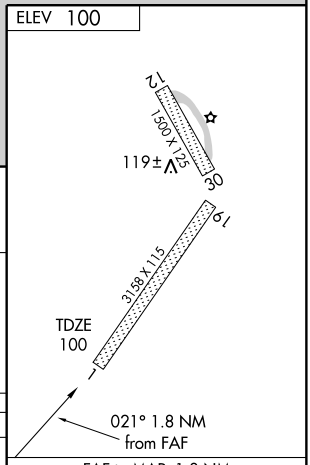
Procedure NA at night.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 direct MDO VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
135.725	133.6 269.4	122.05	122.9







CATEGORY	A	B	C	D
S-1	540-1 440 (500-1)		540-1¼ 440 (500-1¼)	NA
CIRCLING	600-1 500 (500-1)		600-1½ 500 (500-1½)	NA

FAF to MAP 1.8 NM

Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

AK. 17 DEC 2009 to 11 FEB 2010

NDB MHM 227	APP CRS 003°	Rwy Idg 4200 TDZE 678 Apt Elev 678

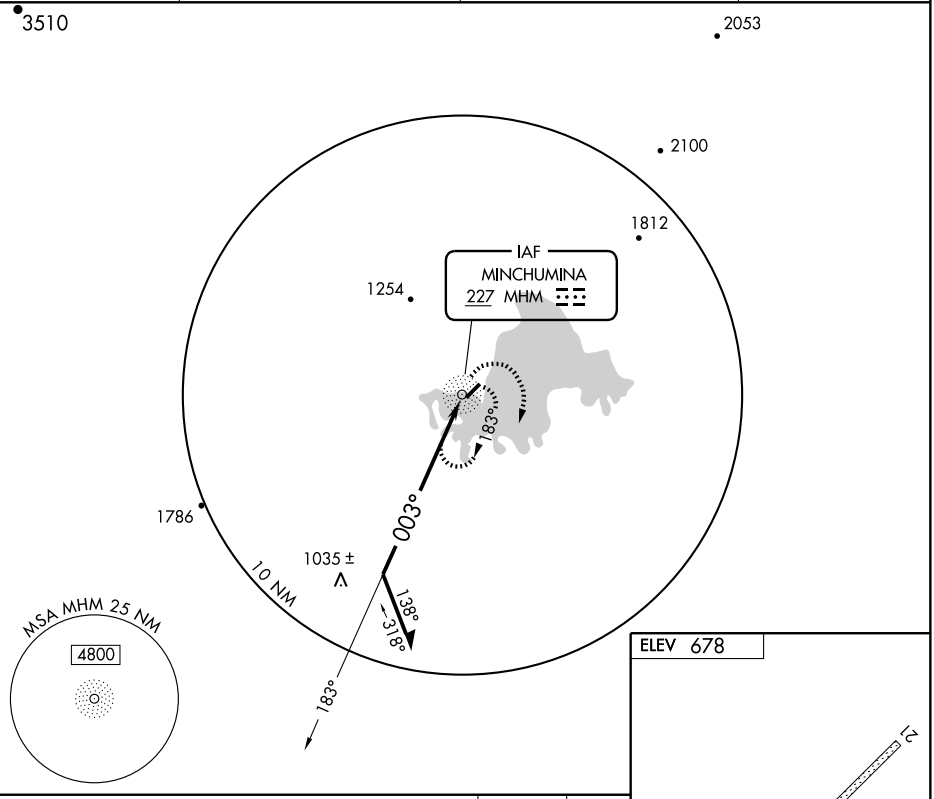
NDB RWY 3

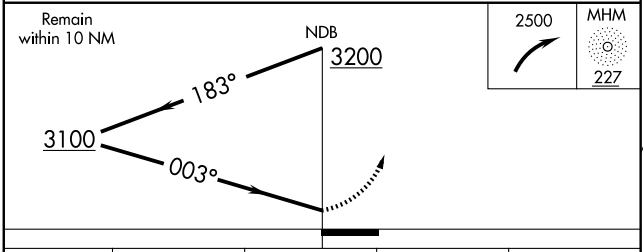
MINCHUMINA (MHM) (PAMH)

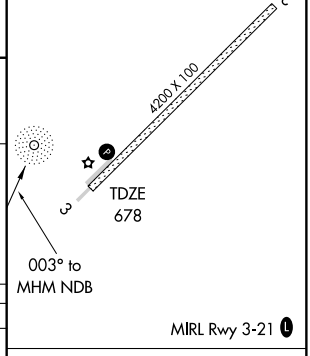
Circling not authorized west of runway 3-21.

MISSED APPROACH: Climbing right turn to 2500 in MHM NDB holding pattern.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.55	120.9 319.2	122.2	122.9 L







MIRL Rwy 3-21 L

CATEGORY	A	B	C	D
S-2	1600-1¼	922 (1000-1¼)	1600-2¾ 922 (1000-2¾)	1600-3 922 (1000-3)
CIRCLING	1600-1¼	922 (1000-1¼)	1600-2¾ 922 (1000-2¾)	1600-3 922 (1000-3)

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

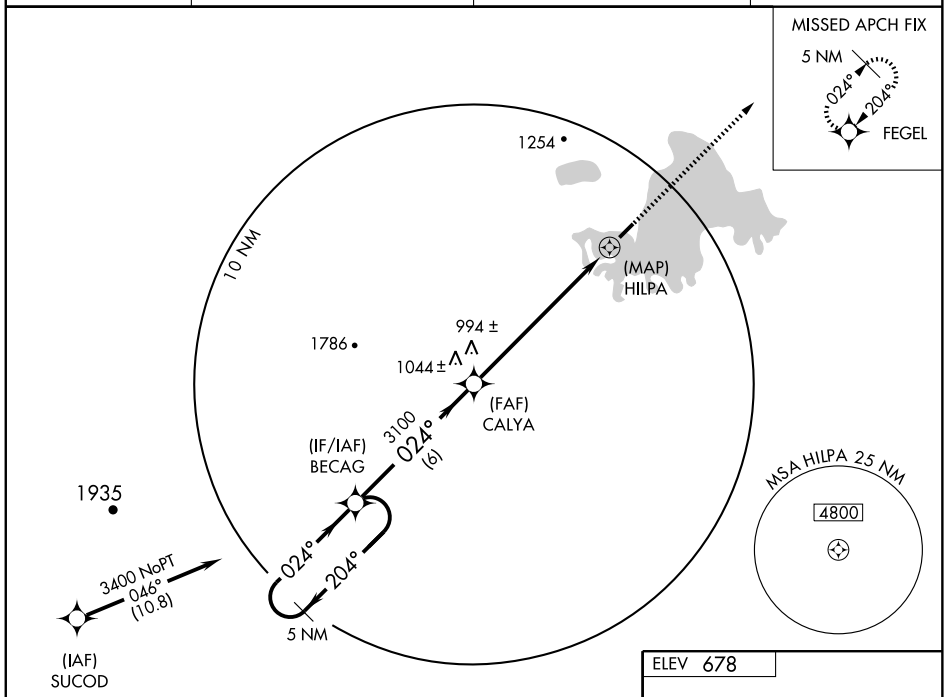
APP CRS	Rwy Idg	4200
024°	TDZE	678
	Apt Elev	678

RNAV (GPS) RWY 3
MINCHUMINA (MHM) (PAMH)

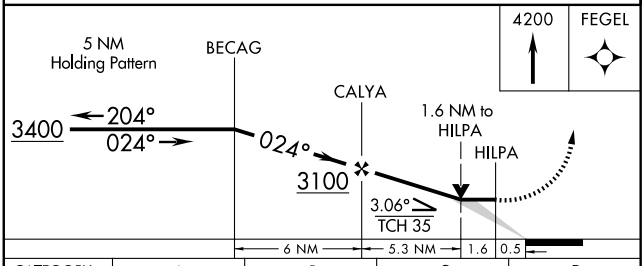
DME/DME RNP-0.3 NA. Circling NA west of Rwy 3-21.

MISSED APPROACH: Climb to 4200 direct FEGEL and hold.

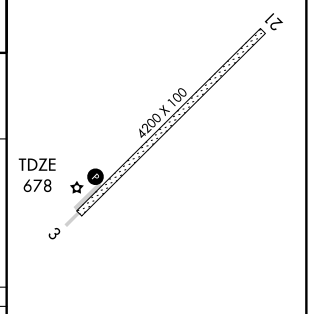
AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.55	120.9 319.2	122.2	122.9 (L)



Procedure NA for arrivals at SUCOD via V480 southwest bound.



CATEGORY	A	B	C	D
LNAV MDA	1360-1	682 (700-1)	1360-2 682 (700-2)	1360-2¼ 682 (700-2¼)
CIRCLING	1360-1	682 (700-1)	1360-2 682 (700-2)	1360-2¼ 682 (700-2¼)



MIRL Rwy 3-21 (L)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4200
204°	TDZE	678
	Apt Elev	678

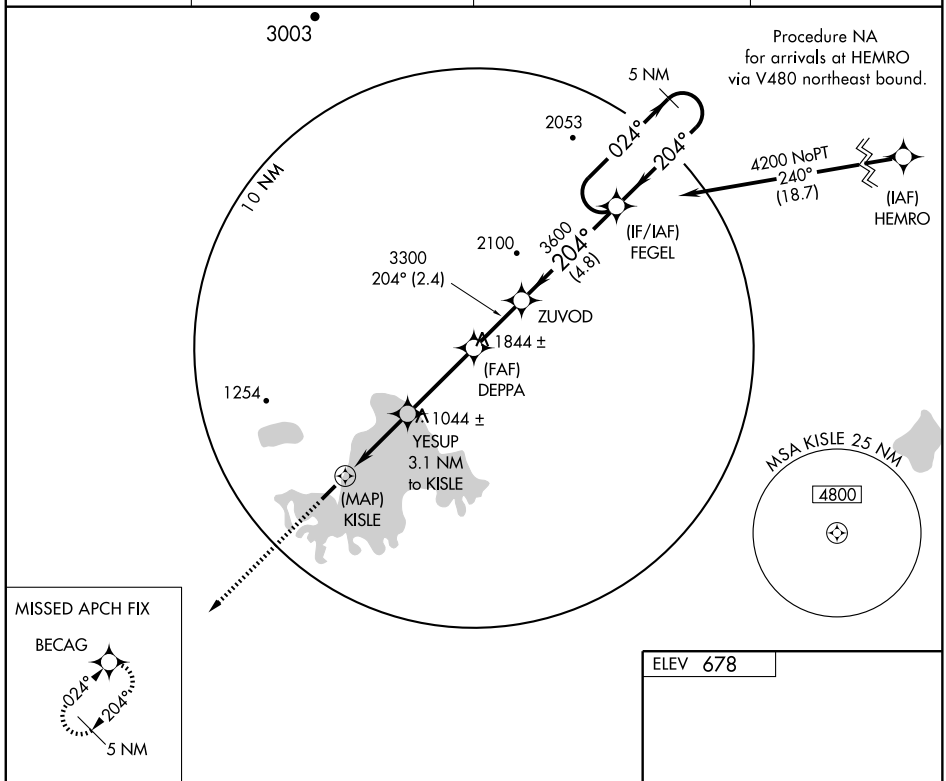
RNAV (GPS) RWY 21

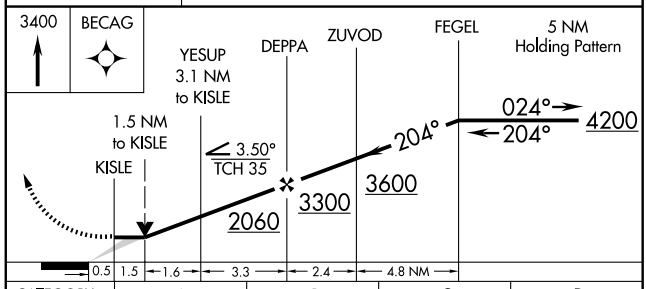
MINCHUMINA (MHM) (PAMH)

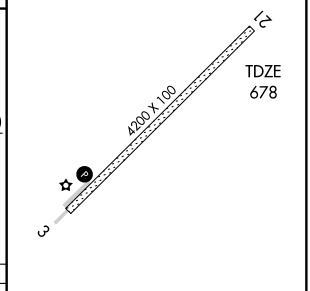
DME/DME RNP-0.3 NA. Circling NA west of Rwy 3-21.

MISSED APPROACH: Climb to 3400 direct BECAG and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.55	120.9 319.2	122.2	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1460-1 782 (800-1)	1460-1¼ 782 (800-1¼)	1460-2¼ 782 (800-2¼)	1460-2½ 782 (800-2½)
CIRCLING	1460-1 782 (800-1)	1460-1¼ 782 (800-1¼)	1460-2¼ 782 (800-2¼)	1460-2½ 782 (800-2½)

MIRL Rwy 3-21 (L)

AK. 17 DEC 2009 to 11 FEB 2010

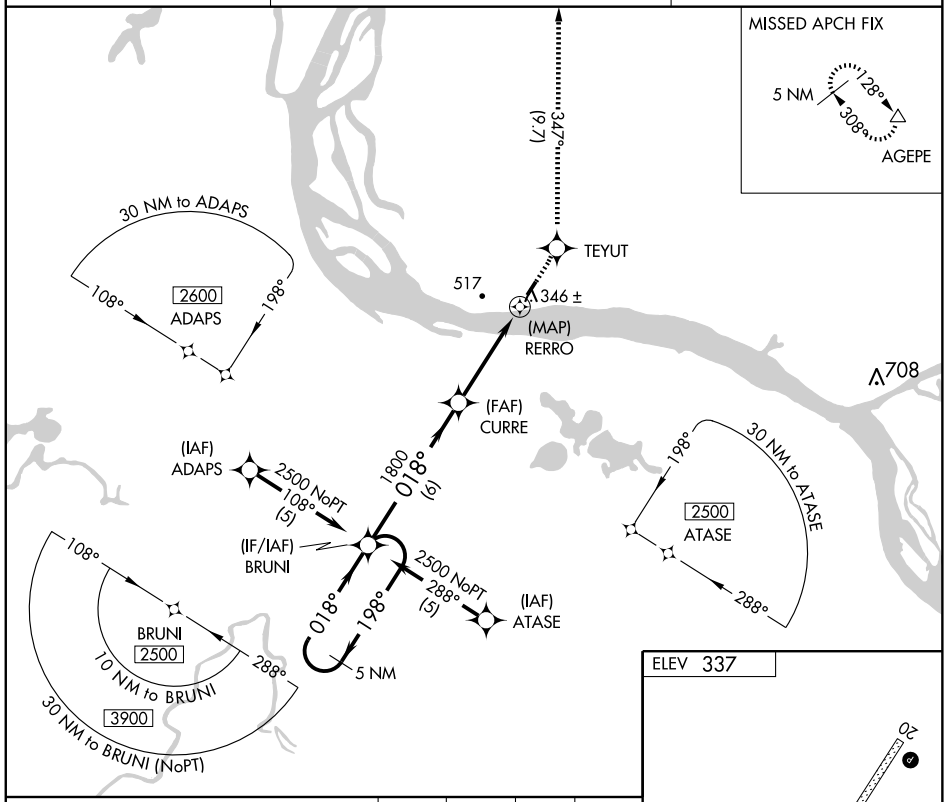
APP CRS	Rwy Idg	3500
018°	TDZE	332
	Apt Elev	337

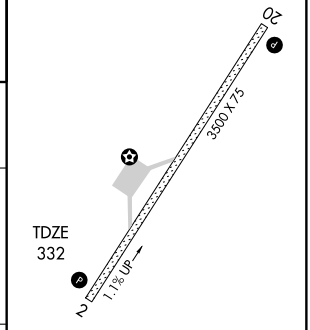
RNAV (GPS) RWY 2
MOUNTAIN VILLAGE (MOU) (PAMO)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct TEYUT and via 347° track to AGEPE and hold.

ASOS	ANCHORAGE CENTER	CTAF
118.35	124.0	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	600-1 268 (300-1)		NA	
CIRCLING	700-1 363 (400-1)	800-1 463 (500-1)	NA	

MIRL Rwy 2-20 (L)
REIL Rwys 2 and 20 (L)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3500
199°	TDZE	337
	Apt Elev	337

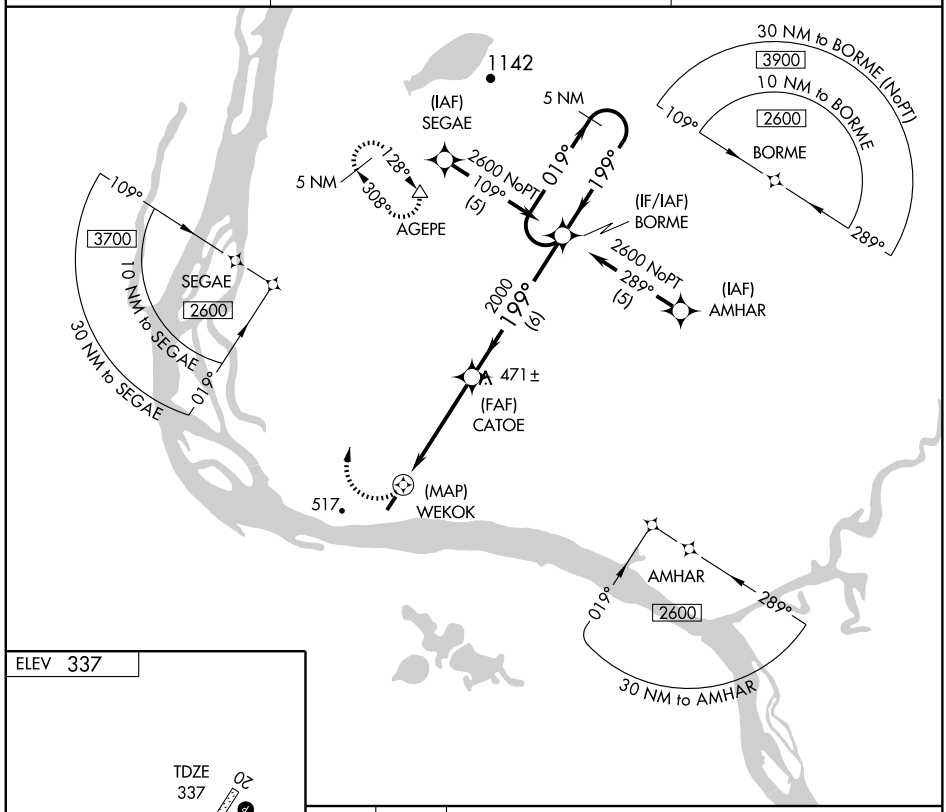
RNAV (GPS) RWY 20

MOUNTAIN VILLAGE (MOU) (PAMO)

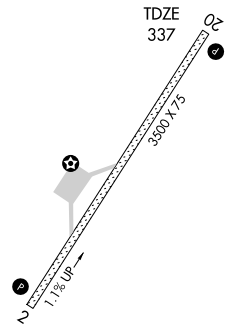
DME/DME RNP-0.3 NA. If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 40 feet. VDP NA with St. Mary's altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct AGEPE and hold.

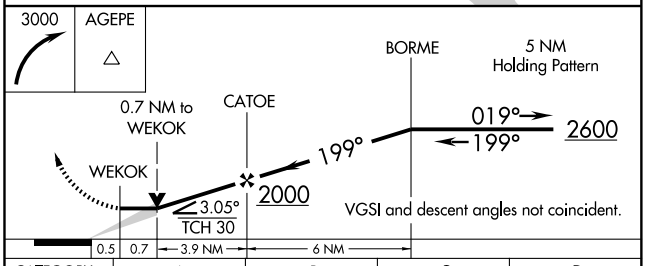
ASOS	ANCHORAGE CENTER	CTAF
118.35	124.0	122.9 (L)



ELEV 337



MIRL Rwy 2-20 (L)
REIL Rwys 2 and 20 (L)

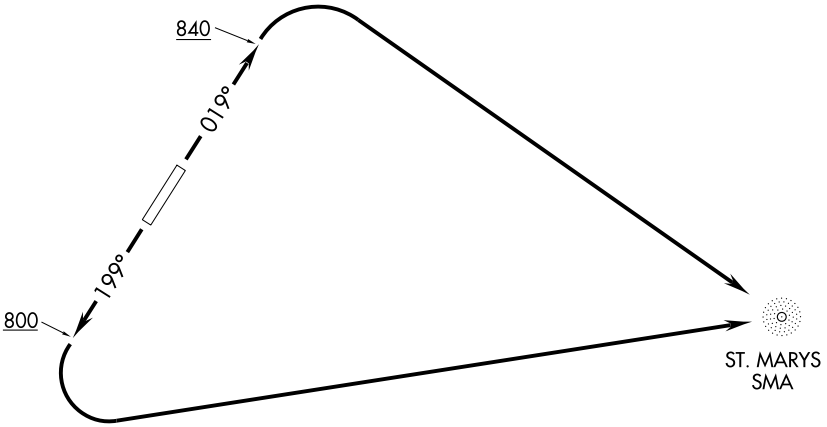


CATEGORY	A	B	C	D
LNAV MDA	740-1 403 (500-1)		NA	
CIRCLING	740-1 403 (500-1)	800-1 463 (500-1)	NA	

AK, 17 DEC 2009 to 11 FEB 2010

ST. MARYS ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
124.0
ASOS
118.35



TAKE-OFF MINIMUMS
Rwy 2, 20: Standard.

NOTE: GPS required.
NOTE: RNAV 1.

TAKE-OFF OBSTACLE NOTES
Rwy 2: Vehicle on road abeam DER, 250′ left of centerline, 15′ AGL/364′ MSL.
Rwy 20: Bushes beginning 100′ from DER, 35′ right of centerline, up to 15′ AGL/314′ MSL.
Bushes beginning 140′ from DER, 124′ left of centerline, up to 15′ AGL/314′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb heading 019° to 840, then climbing right turn direct SMA NDB, Thence....
TAKE-OFF RUNWAY 20: Climb heading 199° to 800, then climbing left turn direct SMA NDB, Thence....

....Maintain 3000 or ATC assigned altitude.

AK, 17 DEC 2009 to 11 FEB 2010

WAAS CH 69409 W16A	APP CRS 162°	Rwy Idg 3248 TDZE 17 Apt Elev 17

RNAV (GPS) RWY 16

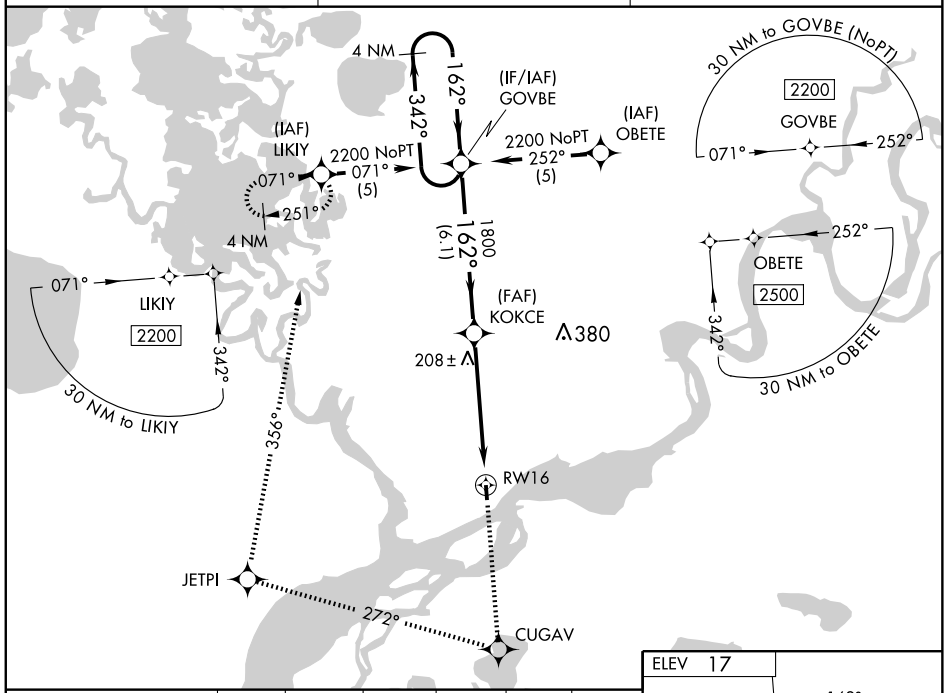
NAPAKIAK (WNA) (PANA)

T A NA W

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bethel altimeter setting; when not received, procedure NA.

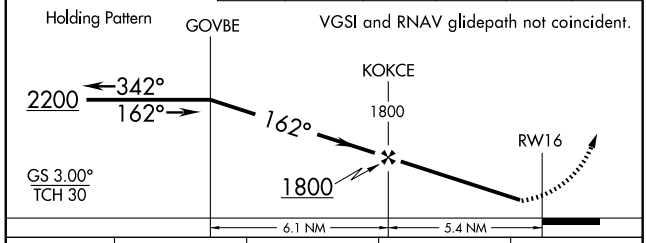
MISSED APPROACH: Climb to 2200 direct CUGAV and right turn via 272° track to JETPI and via 356° track to LIKIY and hold.

BETHEL ASOS	ANCHORAGE CENTER	CTAF
119.80	125.2 372.0	122.9

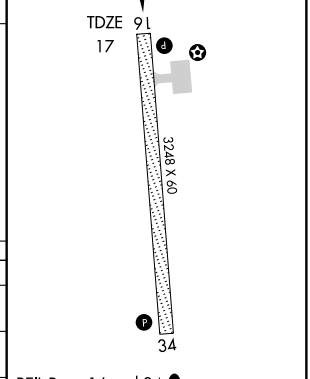


2200	CUGAV	272° TRK	JETPI	356° TRK	LIKIY

4 NM Holding Pattern



VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	298-1 281 (300-1)			
LNAV MDA	500-1 483 (500-1)		500-1¼ 483 (500-1¼)	500-1½ 483 (500-1½)
CIRCLING	500-1 483 (500-1)		500-1½ 483 (500-1½)	580-2 563 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

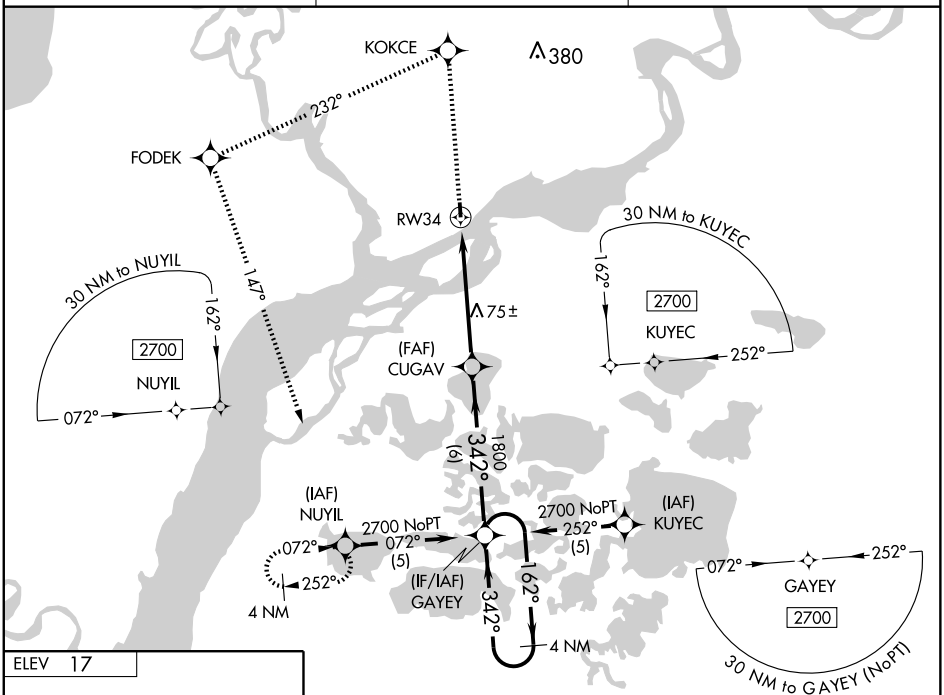
WAAS CH 40209 W34A	APP CRS 342°	Rwy Idg 3248 / TDZE 17 / Apt Elev 17

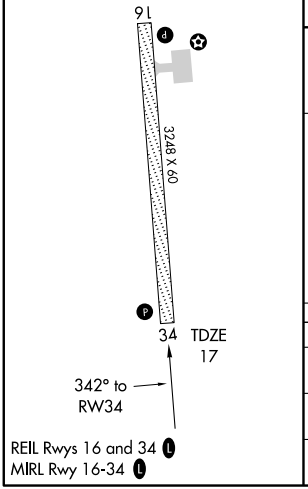
RNAV (GPS) RWY 34
NAPAKIAK (WNA) (PANA)

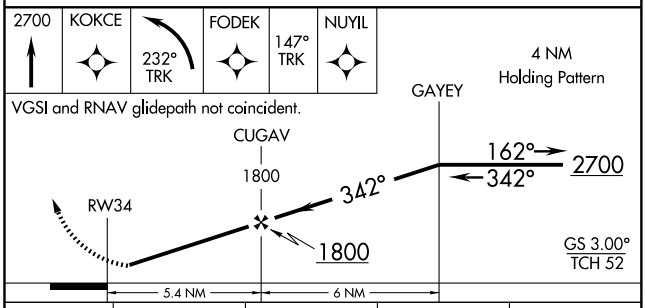
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bethel altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2700 direct KOKCE and left turn via 232° track to FODEK and via 147° track to NUYIL and hold.

BETHEL ASOS	ANCHORAGE CENTER	CTAF
119.80	125.2 372.0	122.9







CATEGORY	A	B	C	D
LPV DA	298-1 281 (300-1)			
LNAV MDA	360-1 343 (400-1)			360-1¼ 343 (400-1¼)
CIRCLING	500-1 483 (500-1)		500-1½ 483 (500-1½)	580-2 563 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3000
016°	TDZE	15
	Apt Elev	15

RNAV (GPS) RWY 2

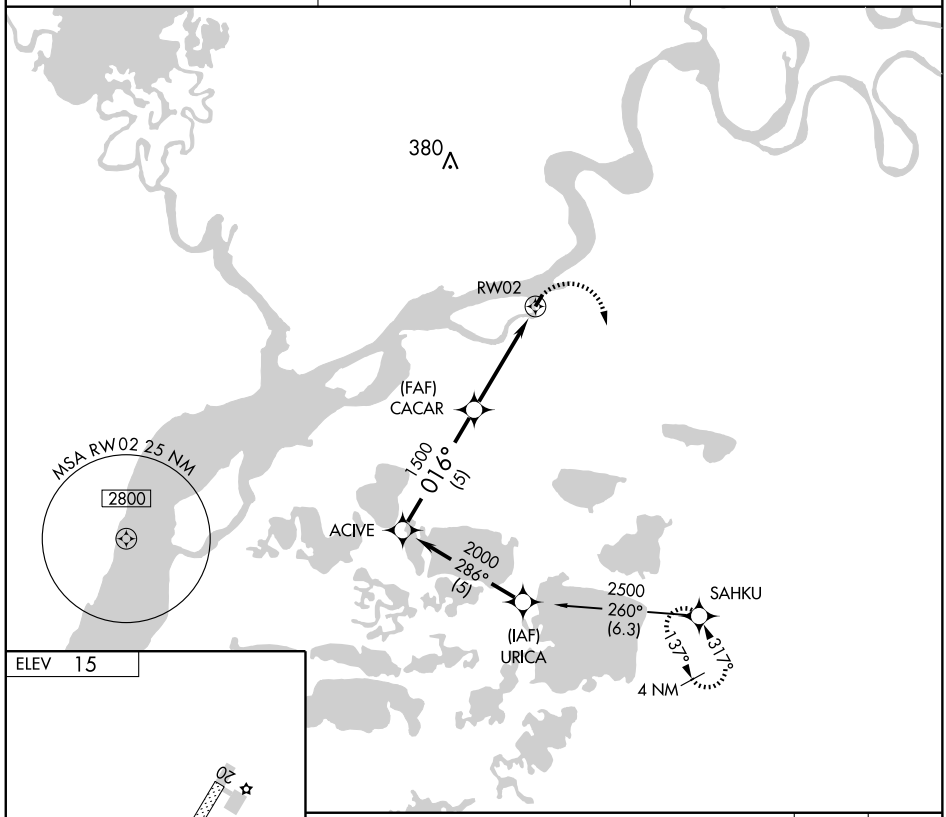
NAPASKIAK (PKA) (PAPK)

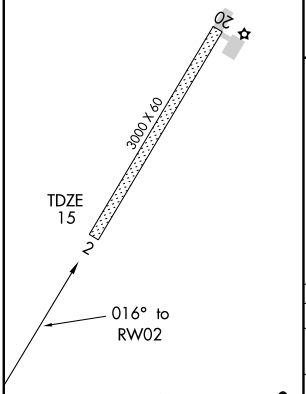
NA

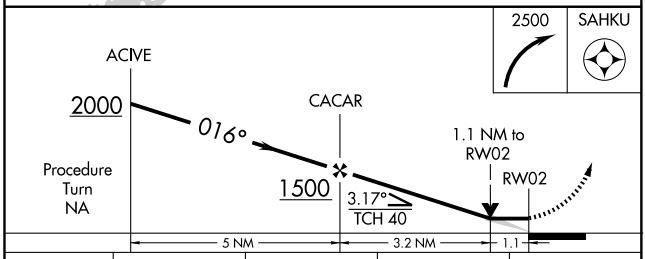
Use Bethel altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct SAHKU WP and hold.

BETHEL ATIS	ANCHORAGE CENTER	CTAF
119.8	125.2 372.0	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	420-1 405 (500-1)		NA	
CIRCLING	420-1 405 (500-1)	480-1 465 (500-1)	NA	

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3000
196°	TDZE	15
	Apt Elev	15

RNAV (GPS) RWY 20

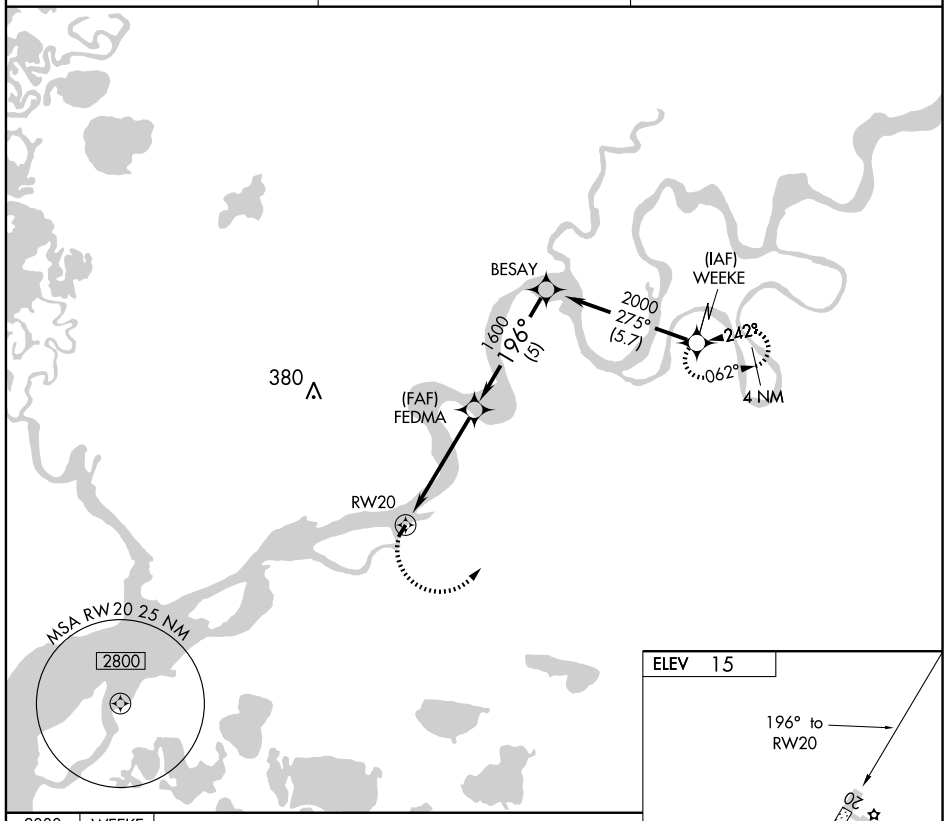
NAPASKIAK (PKA) (PAPK)

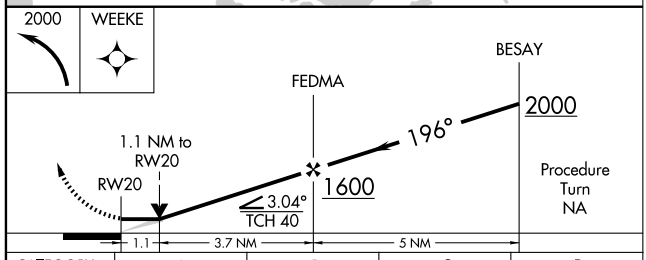
NA

Use Bethel altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

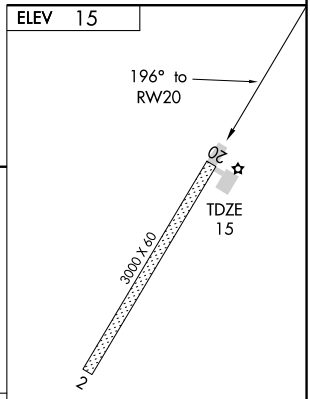
MISSED APPROACH: Climbing left turn to 2000 direct WEEKE WP and hold.

BETHEL ATIS	ANCHORAGE CENTER	CTAF
119.8	125.2 372.0	122.9 L



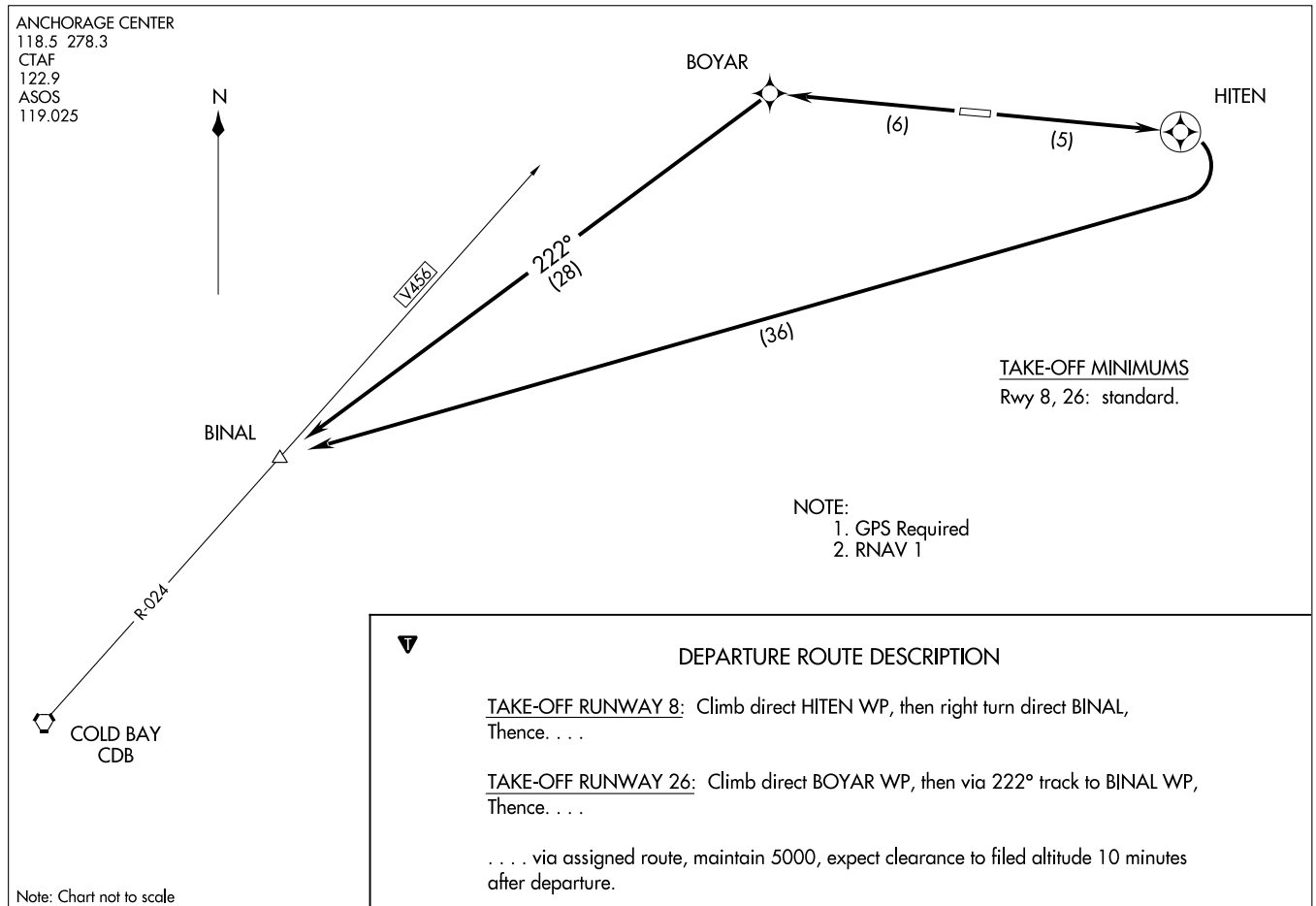


CATEGORY	A	B	C	D
LNAV MDA	420-1 405 (500-1)		NA	
CIRCLING	420-1 405 (500-1)	480-1 465 (500-1)	NA	



MIRL Rwy 02-20 L

AK. 17 DEC 2009 to 11 FEB 2010



BINAL ONE DEPARTURE (RNAV) (OBSTACLE)

(BINAL1.BINAL) 09127

SL-9293 (FAA)

NELSON LAGOON (OUL) (PAOU)

NELSON LAGOON, ALASKA

NELSON LAGOON, ALASKA

AL-9293 (FAA)

APP CRS	Rwy Idg	4000
081°	TDZE	14
	Apt Elev	14

RNAV (GPS) RWY 8

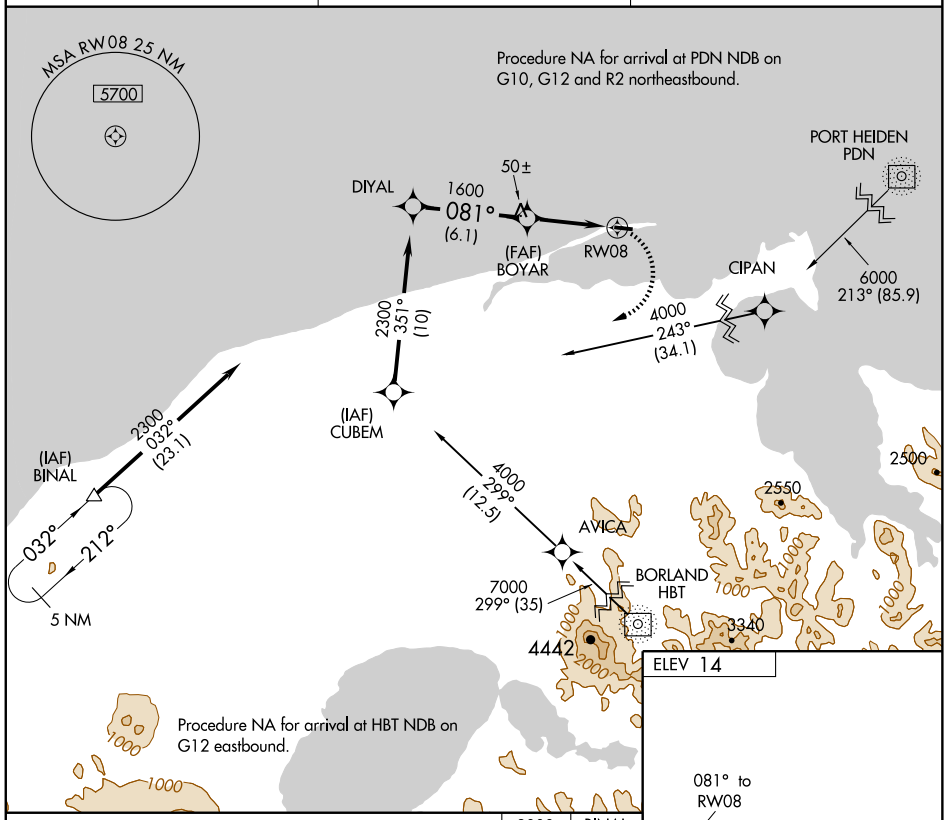
NELSON LAGOON (OUL) (PAOU)

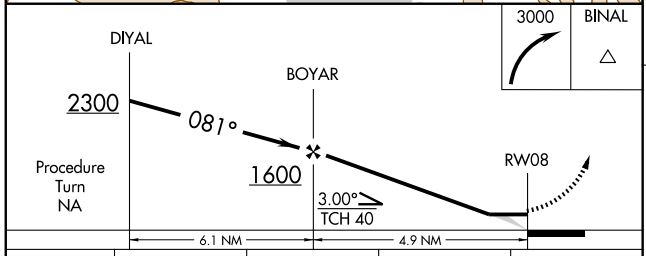
If local altimeter setting not received, use Cold Bay altimeter setting. DME/DME RNP-0.3 NA.

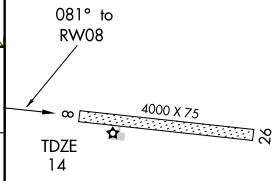
NA

MISSED APPROACH: Climbing right turn to 3000 direct BINAL WP and hold.

ASOS	ANCHORAGE CENTER	CTAF
119.025	118.5 278.3	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1040-1¼ 1026 (1100-1¼)	1040-1½ 1026 (1100-1½)	NA	
CIRCLING	1080-1¼ 1066 (1100-1¼)	1080-1½ 1066 (1100-1½)	NA	

MIRL Rwy 8-26 L

AK, 17 DEC 2009 to 11 FEB 2010

NELSON LAGOON, ALASKA

AL-9293 (FAA)

RNAV (GPS) RWY 26

NELSON LAGOON (OUL) (PAOU)

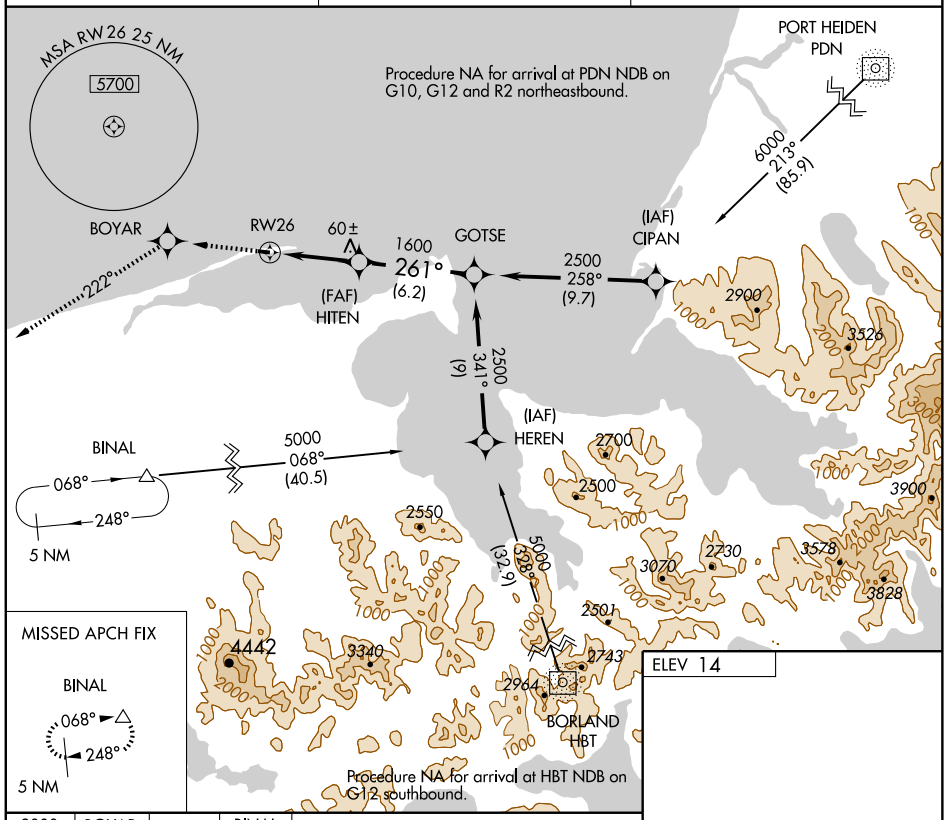
APP CRS	Rwy Idg	4000
261°	TDZE	10
	Apt Elev	14

T
NA

If local altimeter setting not received, use Cold Bay altimeter setting. DME/DME or RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BOYAR WP and via 222° track to BINAL WP and hold.

ASOS	ANCHORAGE CENTER	CTAF
119.025	118.5 278.3	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1040-1¼ 1030 (1100-1¼)	1040-1½ 1030 (1100-1½)	NA	
CIRCLING	1080-1¼ 1066 (1100-1¼)	1080-1½ 1066 (1100-1½)	NA	

MIRL Rwy 8-26 L

AK. 17 DEC 2009 to 11 FEB 2010

NDB ICW	APP CRS	Rwy Idg	4600
525	048°	TDZE	368
		Apt Elev	368

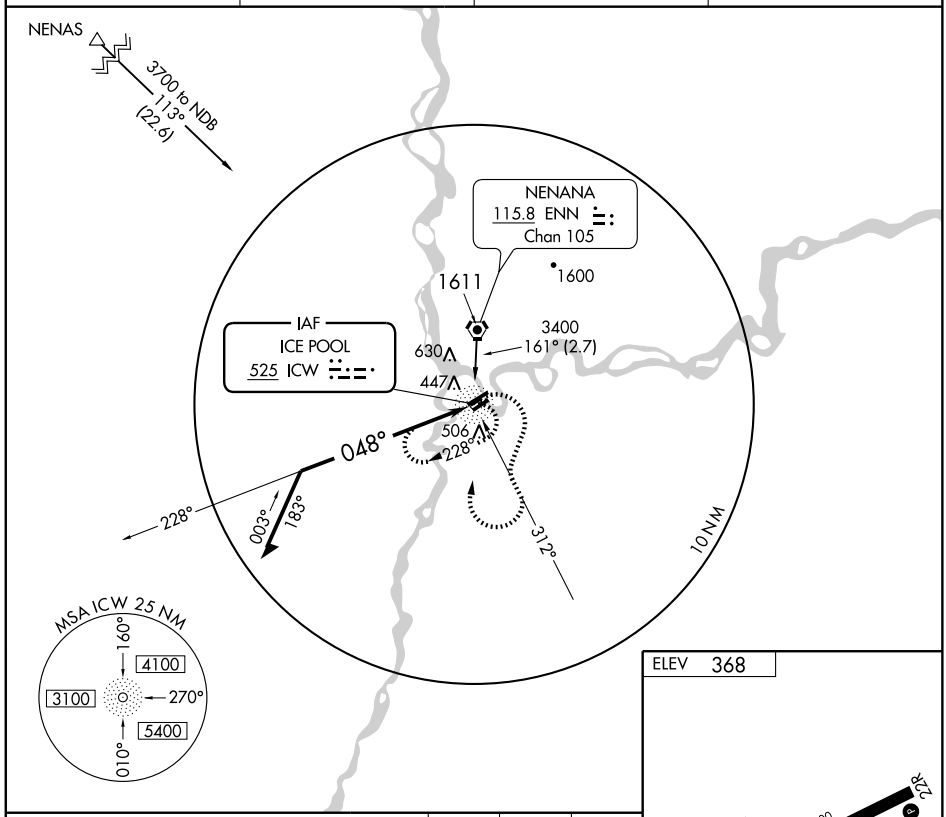
NDB RWY 4L

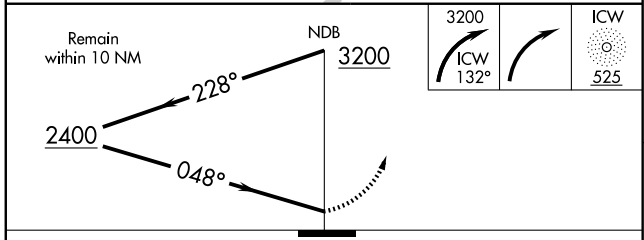
NENANA MUNI (ENN) (PANN)

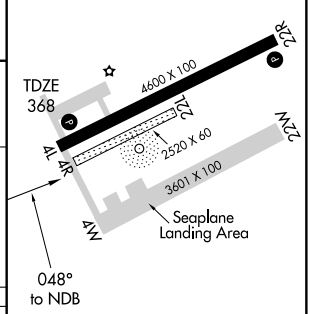
Circling NA northwest of Rwy 4L-22R. When local altimeter setting not received, use Fairbanks Intl altimeter setting and increase all MDA 100 feet and all Cat. C/D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3200 via ICW NDB 132° bearing, then right turn direct ICW NDB and hold.

ASOS	FAIRBANKS APP CON	FAIRBANKS RADIO	CTAF
125.2	125.35 363.2 (180°-359°)	122.5	122.1 L







CATEGORY	A	B	C	D
S-4L	1000-1	632 (700-1)	1000-1¾ 632 (700-1¾)	1000-2 632 (700-2)
CIRCLING	1000-1	632 (700-1)	1000-1¾ 632 (700-1¾)	1000-2 632 (700-2)

MIRL Rwy 4L-22R L
REIL Rwys 4L and 22R L
MIRL Rwy 4R-22L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4600
038°	TDZE	368
	Apt Elev	368

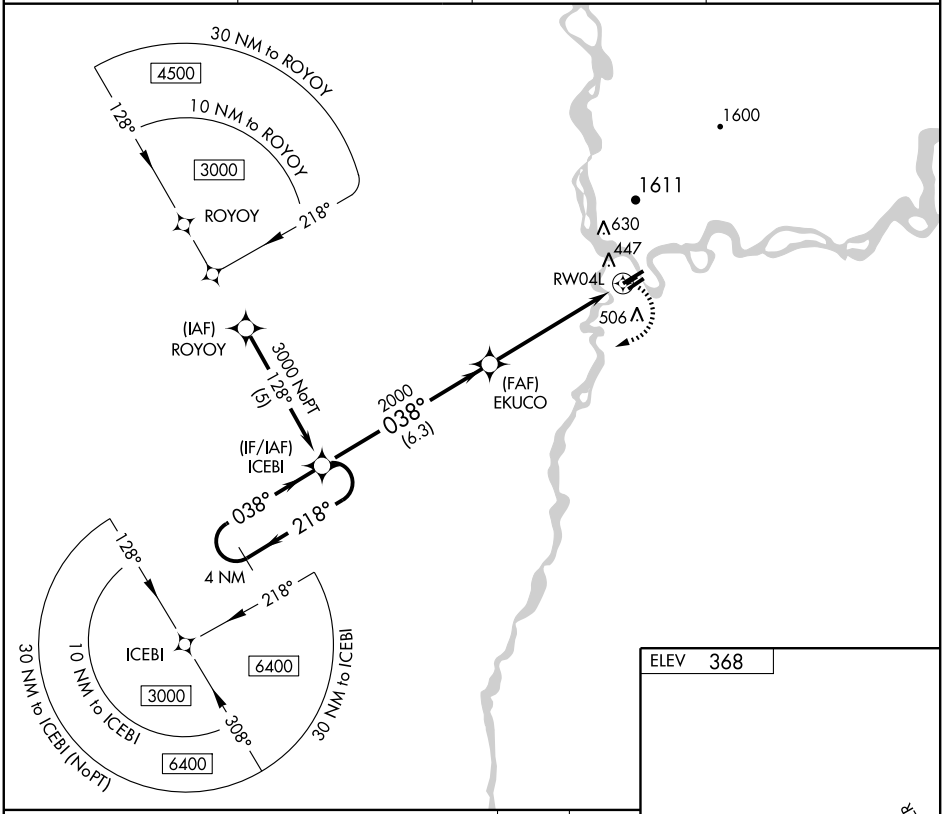
RNAV (GPS) RWY 4L

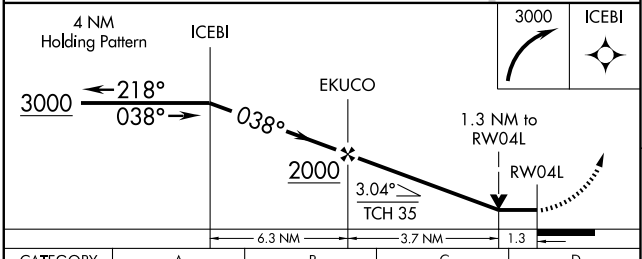
NENANA MUNI (ENN) (PANN)

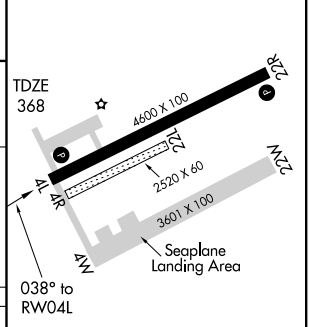
Circling NA west of Rwy 4L-22R. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fairbanks Intl altimeter setting: increase all MDA 100 feet and LNAV visibility Cat. C/D ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct ICEBI and hold.

ASOS	FAIRBANKS APP CON	FAIRBANKS RADIO	CTAF
125.2	125.35 363.2 (180°-359°)	122.5	122.1 L







CATEGORY	A	B	C	D
LNAV MDA	800-1	432 (500-1)	800-1¼ 432 (500-1¼)	800-1½ 432 (500-1½)
CIRCLING	860-1	492 (500-1)	860-1½ 492 (500-1½)	920-2 552 (600-2)

MIRL Rwy 4L-22R L
REIL Rwys 4L and 22R L
MIRL Rwy 4R-22L

AK, 17 DEC 2009 to 11 FEB 2010

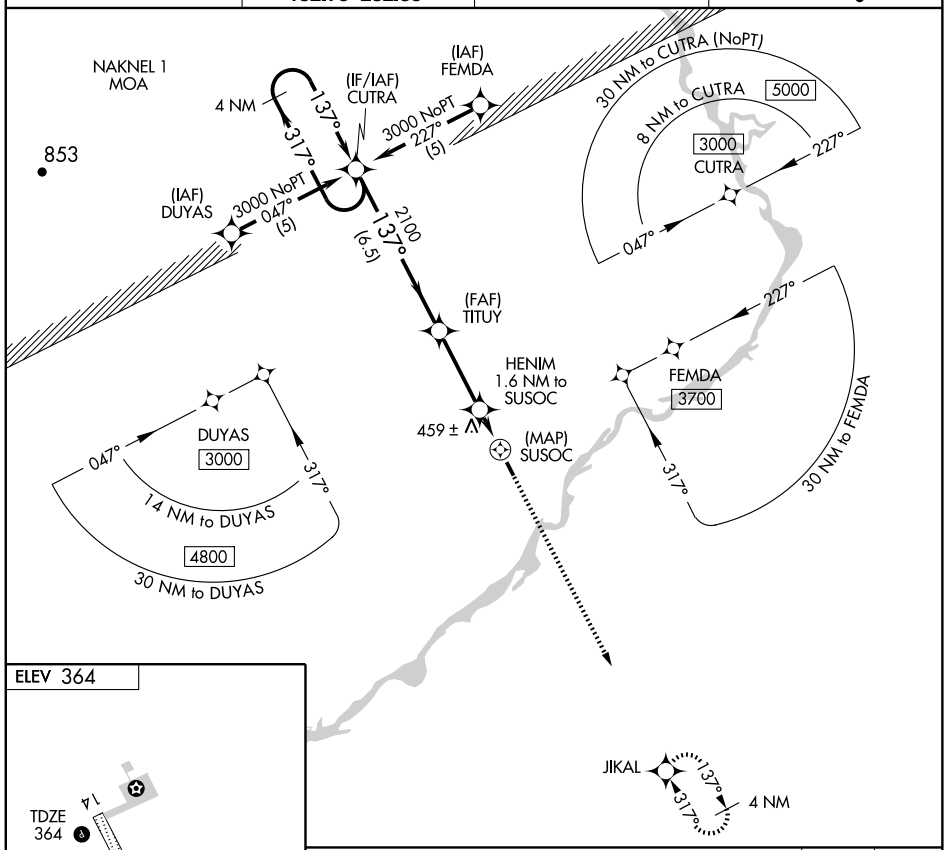
APP CRS	Rwy Idg	3281
137°	TDZE	364
	Apt Elev	364

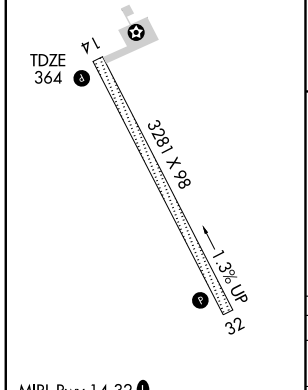
RNAV (GPS) RWY 14
NEW STUYAHOK (KNW) (PANW)

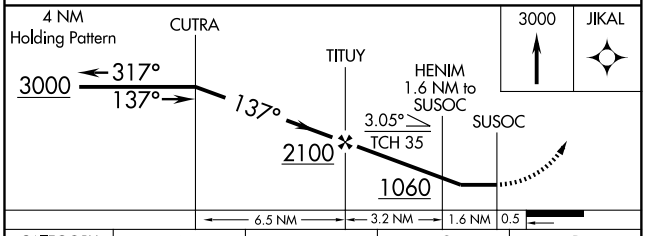
When local altimeter setting not received, use Koliganek altimeter setting and increase all MDAs 60 feet. Procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct JIKAL and hold.

AWOS-3	ANCHORAGE CENTER	DILLINGHAM RADIO	CTAF
120.275	132.75 282.35	122.55	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	780-1 416 (500-1)		NA	
CIRCLING	780-1 416 (500-1)	820-1 456 (500-1)	NA	

AK, 17 DEC 2009 to 11 FEB 2010

NEW STUYAHOK, ALASKA AL-10173 (FAA)

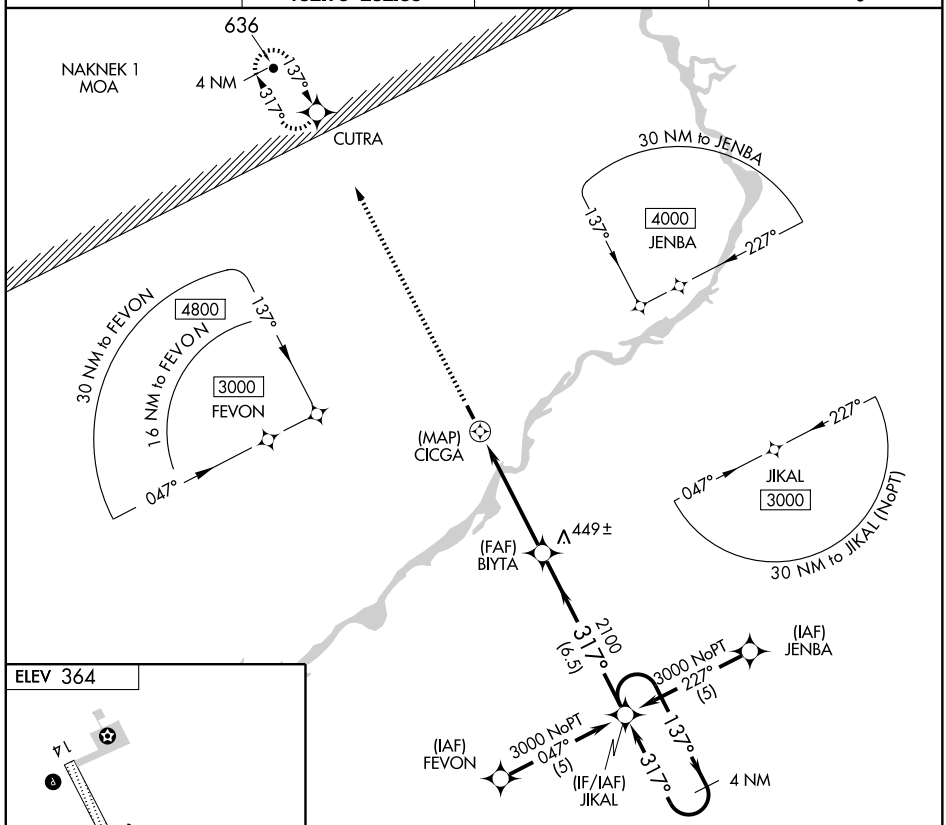
APP CRS	Rwy Idg	3281
317°	TDZE	354
	Apt Elev	364

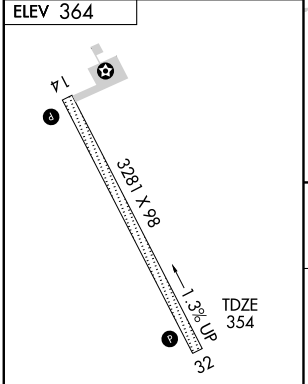
RNAV (GPS) RWY 32
NEW STUYAHOK (KNW) (PANW)

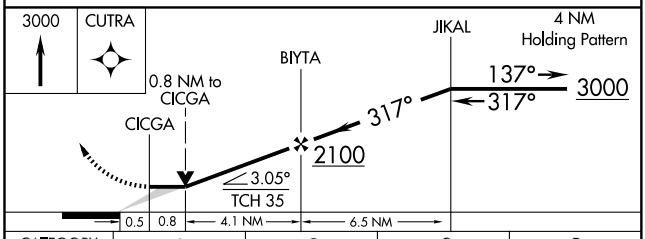
When local altimeter setting not received, use Koliganek altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CUTRA and hold.

AWOS-3	ANCHORAGE CENTER	DILLINGHAM RADIO	CTAF
120.275	132.75 282.35	122.55	122.9 L







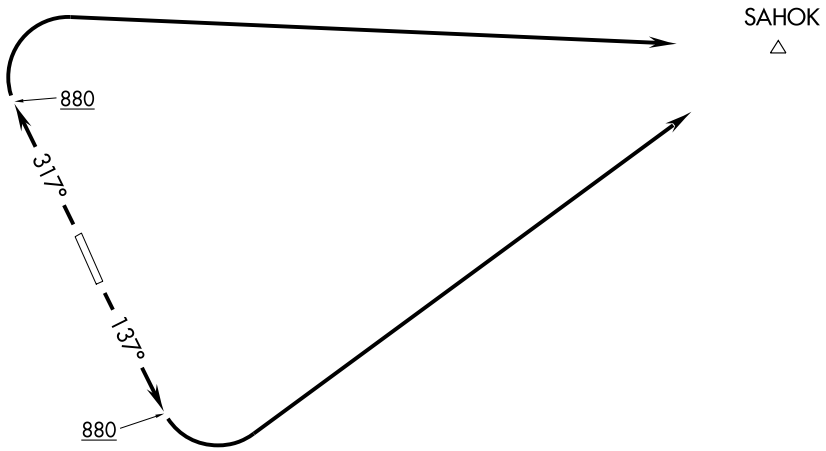
CATEGORY	A	B	C	D
LNAV MDA	760-1 406 (400-1)		NA	
CIRCLING	780-1 416 (500-1)	820-1 456 (500-1)	NA	

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

AK. 17 DEC 2009 to 11 FEB 2010

SAHOK ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
132.75 282.35
DILLINGHAM RADIO
122.55



TAKE-OFF MINIMUMS
Rwys 14, 32: Standard.

TAKE-OFF OBSTACLES NOTES
Rwy 14: Tree 700′ from DER, 647′ right of centerline, 60′ AGL / 409′ MSL.
Multiple trees beginning 549′ from DER, 499′ left of centerline, up to 60′ AGL/434′ MSL.
Rwy 32: Tree 743′ from DER, 104′ right of centerline, 60′ AGL / 445′ MSL.

NOTES: GPS Required.
RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb heading 137° to 880, then left turn direct SAHOK, thence . . .

TAKE-OFF RWY 32: Climb heading 317° to 880, then right turn direct SAHOK, thence . . .

. . . maintain 5000 or ATC assigned altitude.

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4003
044°	TDZE	441
	Apt Elev	441

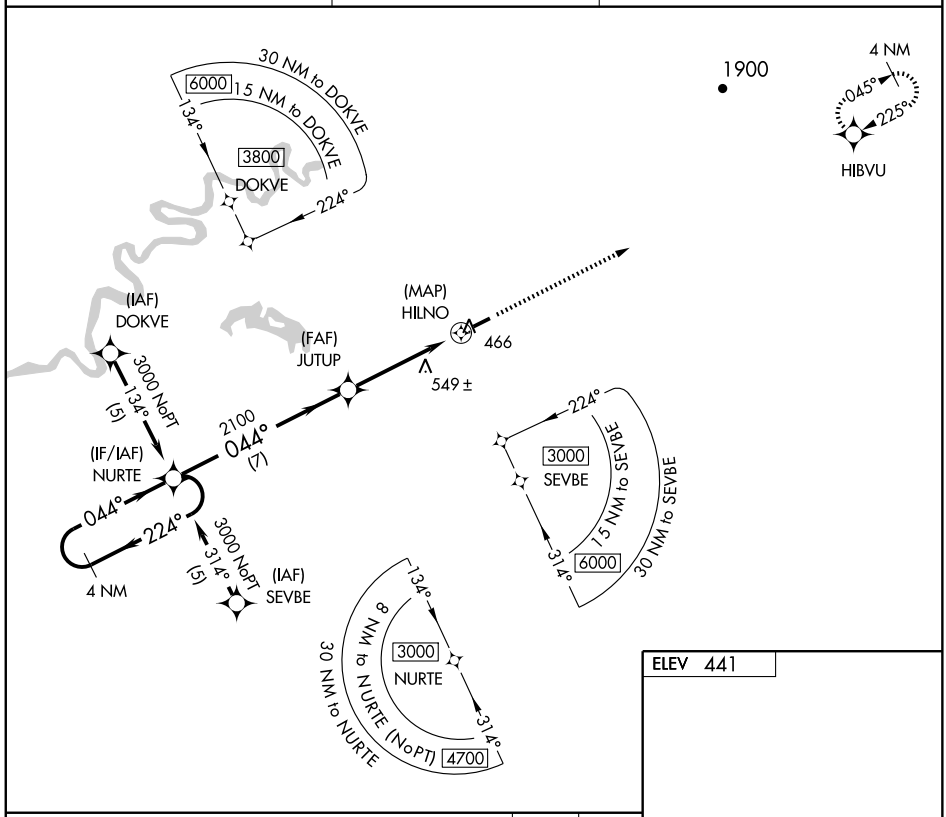
RNAV (GPS) RWY 4

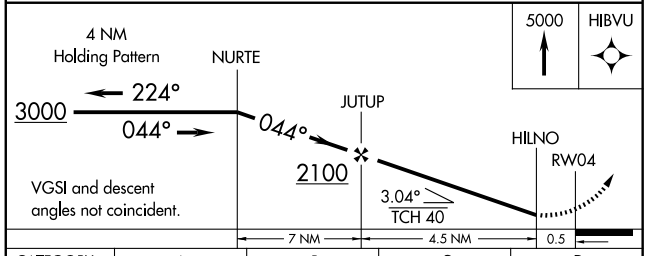
NIKOLAI (FSP)(PAFS)

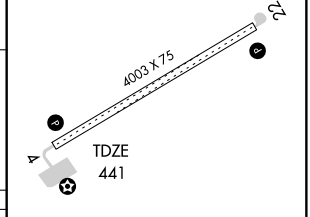
NA — DME/DME RNP-0.3 NA.
Use McGrath altimeter setting, if not recieved procedure NA.
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 5000 direct HIBVU and hold, continue climb-in-hold to 5000.

MCGRATH ASOS	ANCHORAGE CENTER	CTAF
135.65	128.1 353.8	122.8 (L)







CATEGORY	A	B	C	D
LNAV MDA	960-1	519 (600-1)	960-1½ 519 (600-1½)	960-1¾ 519 (600-1¾)
CIRCLING	1000-1	559 (600-1)	1000-1½ 559 (600-1½)	1000-2 559 (600-2)

MIRL Rwy 4-22 (L)
REIL Rwys 4 and 22 (L)

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4003
225°	TDZE	441
	Apt Elev	441

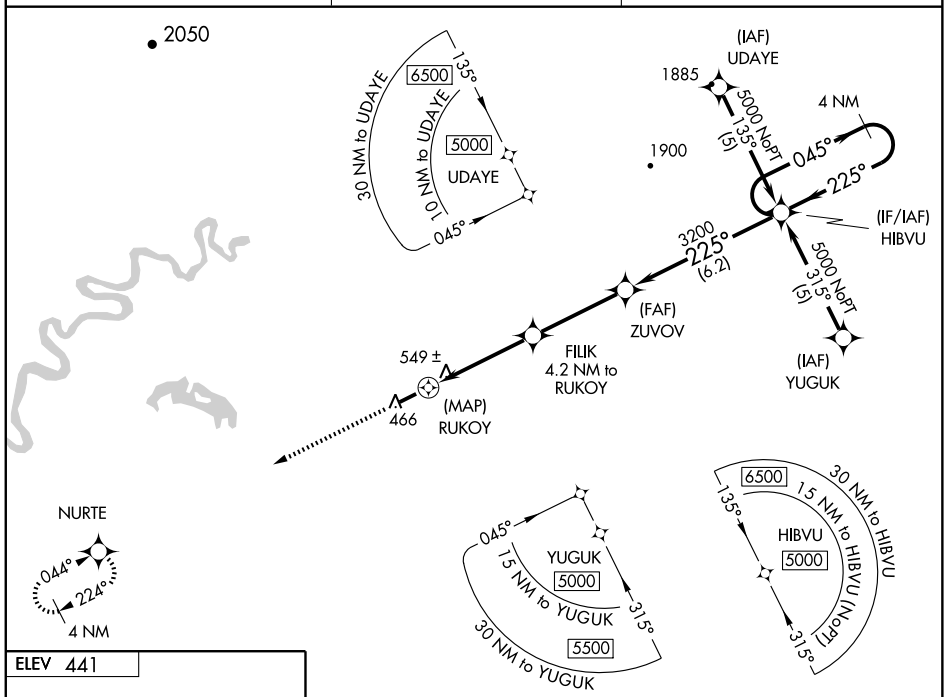
RNAV (GPS) RWY 22

NIKOLAI (FSP) (PAFS)

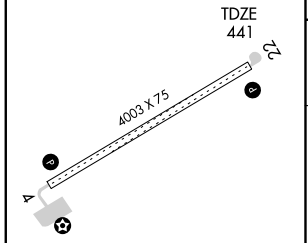
DME/DME RNP-0.3 NA.
Use McGrath altimeter setting, if not received procedure NA.
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 3000 direct NURTE and hold.

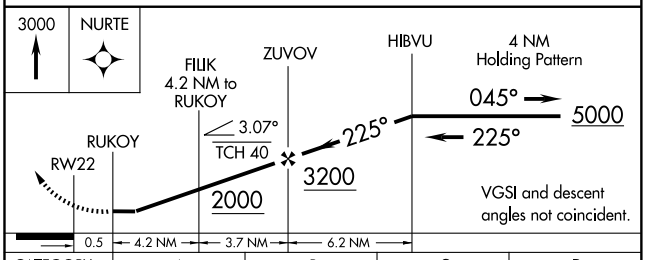
MCGRATH ASOS	ANCHORAGE CENTER	CTAF
135.65	128.1 353.8	122.8 L



ELEV 441



MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L



CATEGORY	A	B	C	D
LNAV MDA	960-1 519 (600-1)		960-1½ 519 (600-1½)	960-1¾ 519 (600-1¾)
CIRCLING	1000-1 559 (600-1)		1000-1½ 559 (600-1½)	1000-2 559 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

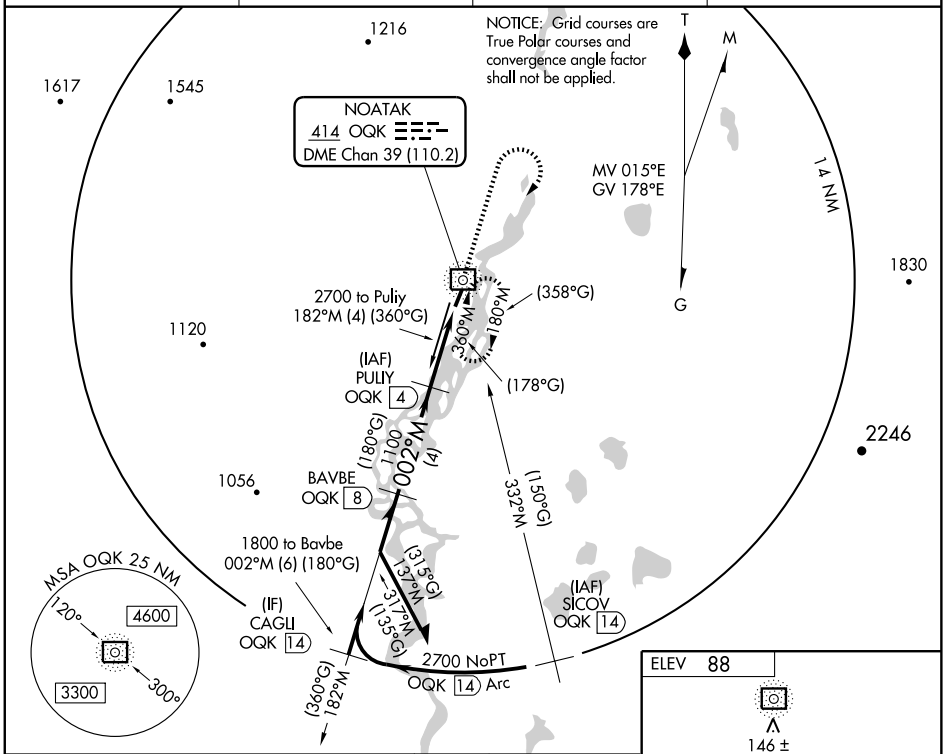
NDB/DME OQK	APP CRS	Rwy Idg 4000
414	002°M	TDZE 85
Chan 39 (110.2)	(180°G)	Apt Elev 88

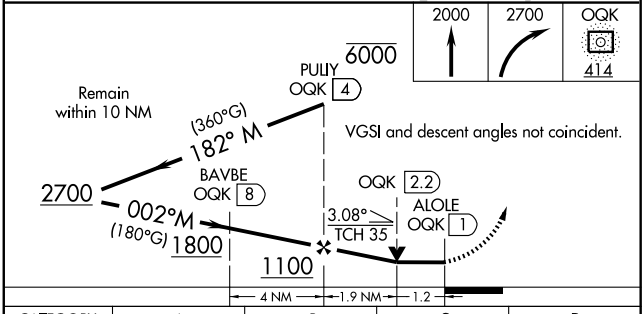
NDB/DME RWY 1
NOATAK (WTK)(PAWN)

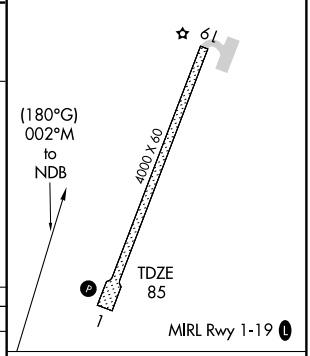
▼ If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct OQK NDB/DME and hold, continue climb-in-hold to 2700.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	UNICOM
135.750	119.2 263.0	122.40	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	480-1 395 (400-1)			480-1¼ 395 (400-1¼)
CIRCLING	500-1 412 (500-1)	540-1 452 (500-1)	540-1½ 452 (500-1½)	640-2 552 (600-2)

Knots	60	90	120	150	180
Min:Sec					

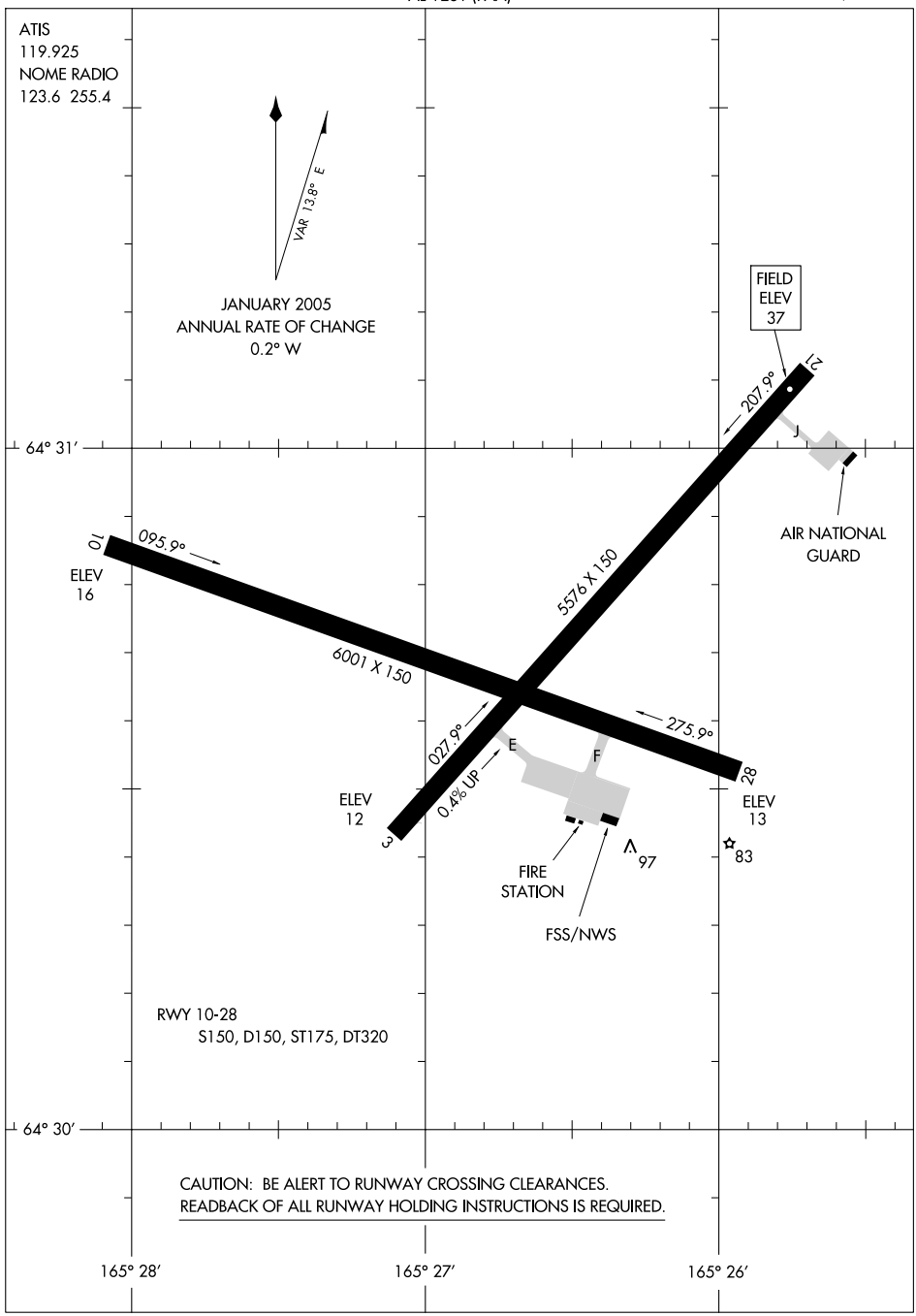
AK, 17 DEC 2009 to 11 FEB 2010

07130

AIRPORT DIAGRAM

AL-1231 (FAA)

NOME (OME)(PAOM)
NOME, ALASKA



AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-OME	APP CRS	Rwy Idg	6001
108.7	276°	TDZE	21
Chan 24		Apt Elev	37

ILS or LOC/DME Y RWY 28

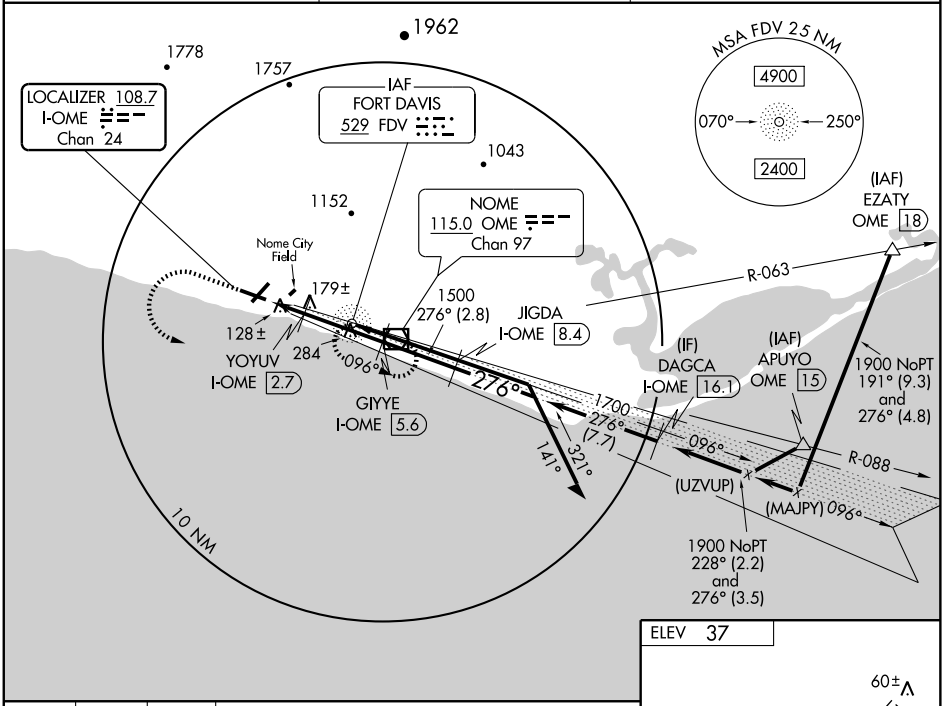
NOME (OME) (PAOM)

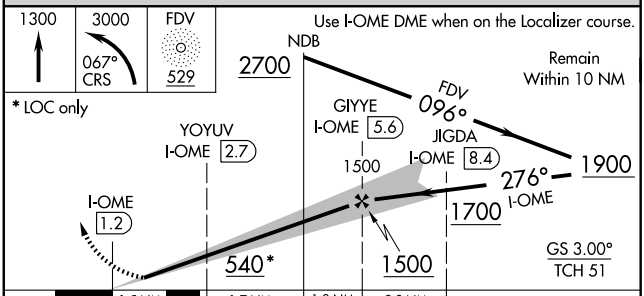
For inoperative MALSR, increase S-LOC 28 Cats A and B visibility to RVR 5000. Inoperative table does not apply to S-ILS Rwy 28. Visibility reduction by helicopters NA. ADF required.

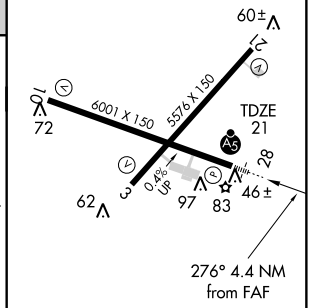
MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via 067° course to FDV NDB and hold, continue climb-in-hold to 3000.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) 255.4







CATEGORY	A	B	C	D
S-ILS 28	271/40 250 (300-¾)			
S-LOC 28	480/40 459 (500-¾)			480/50 459 (500-1)
CIRCLING	540-1 503 (600-1)	580-1 543 (600-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-OME	APP CRS	Rwy Idg	6001
108.7	276°	TDZE	21
Chan 24		Apt Elev	37

ILS or LOC/DME Z RWY 28

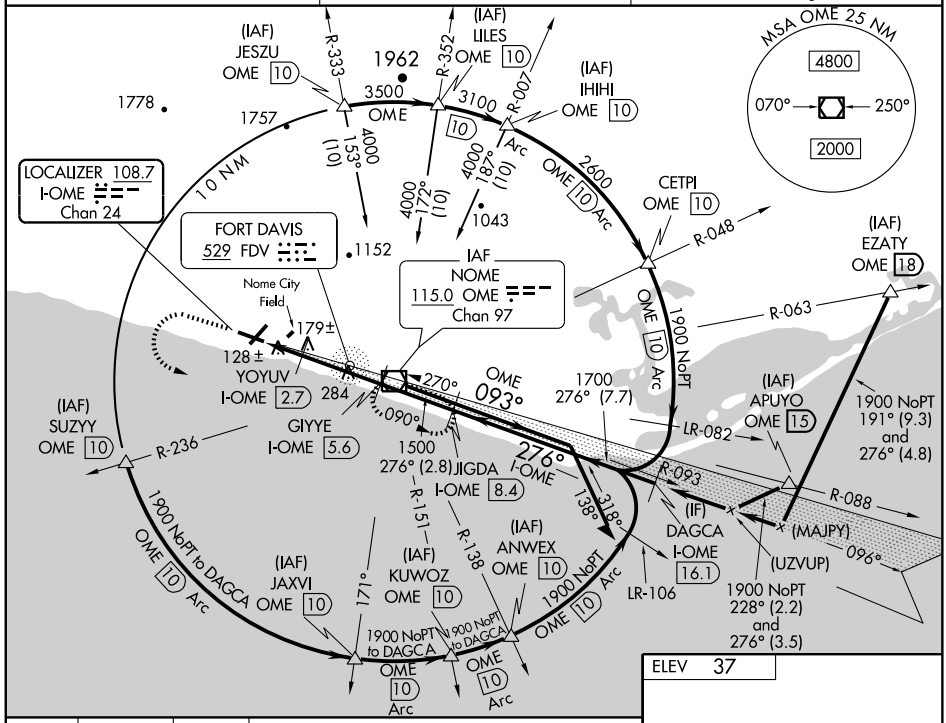
NOME (OME) (PAOM)

T NA Inoperative table does not apply to S-ILS Rwy 28. For inoperative MALSR, increase S-LOC 28 Cats A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

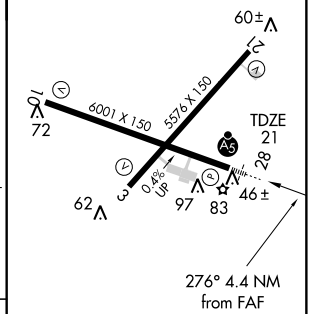
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via OME VOR/DME R-247 to OME VOR/DME and hold.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) 255.4



ELEV 37

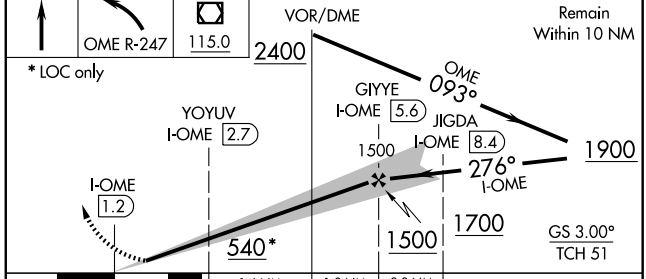


1100	3000	OME
↑	OME R-247	115.0

Use I-OME DME when on the localizer course.

Remain Within 10 NM

* LOC only



CATEGORY	A	B	C	D
S-ILS 28	271/40 250 (300-¾)			
S-LOC 28	480/40 459 (500-¾)			480/50 459 (500-1)
CIRCLING	540-1 503 (600-1)	580-1 543 (600-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

AK. 17 DEC 2009 to 11 FEB 2010

LOC/DME I-OME	APP CRS	Rwy Idg	6001
108.7	096°	TDZE	16
Chan 24		Apt Elev	37

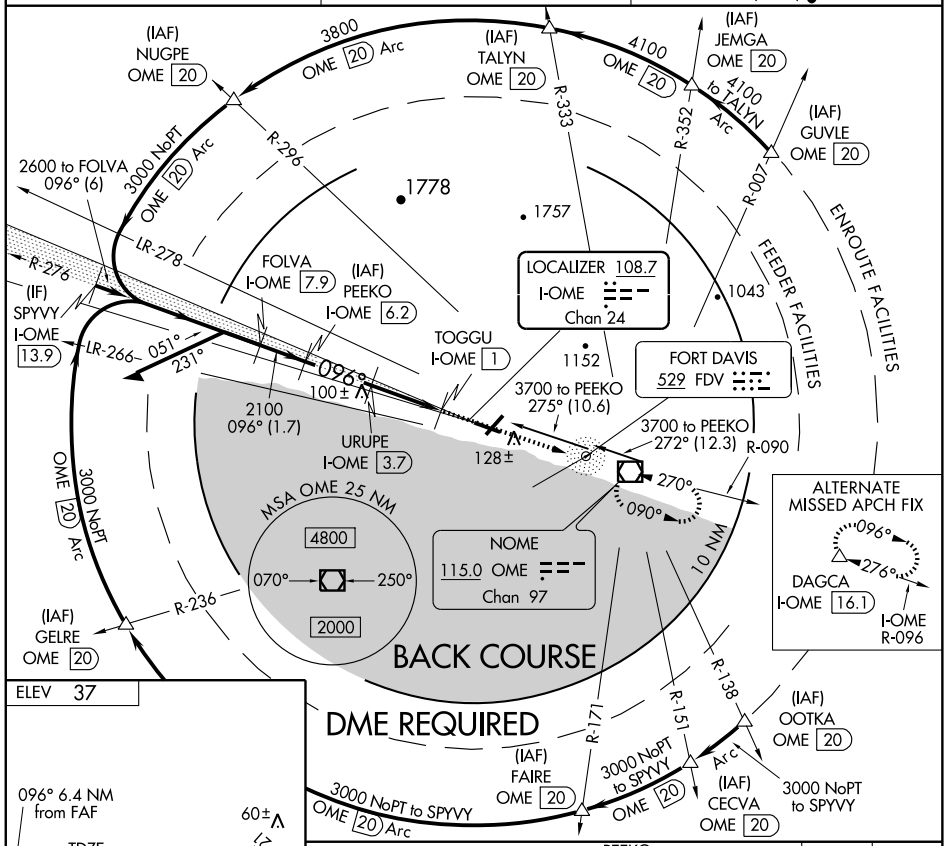
LOC/DME BC RWY 10

NOME(OME)(PAOM)

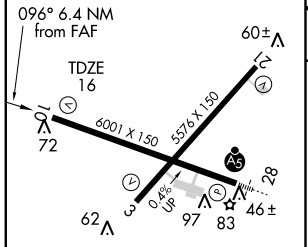
LOC BC unusable inside TOGGU/I-OME 1 DME.
NA Visibility reduction by helicopters NA.

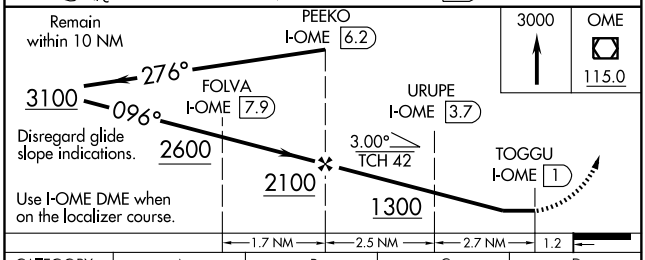
MISSED APPROACH: Climb to 3000 direct OME VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) L 255.4



ELEV 37





CATEGORY	A	B	C	D
S-10	360-1½ 344 (400-1½)			
CIRCLING	540-1½ 503 (600-1½)	580-1½ 543 (600-1½)		800-2½ 763 (800-2½)

REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

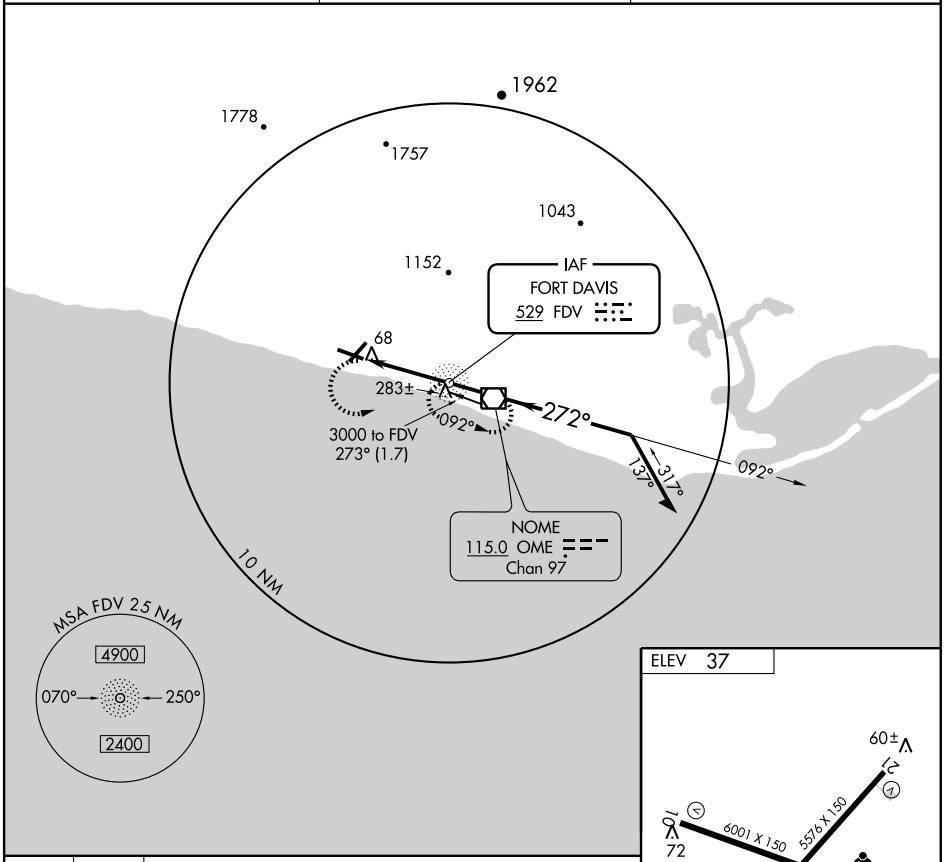
AK. 17 DEC 2009 to 11 FEB 2010

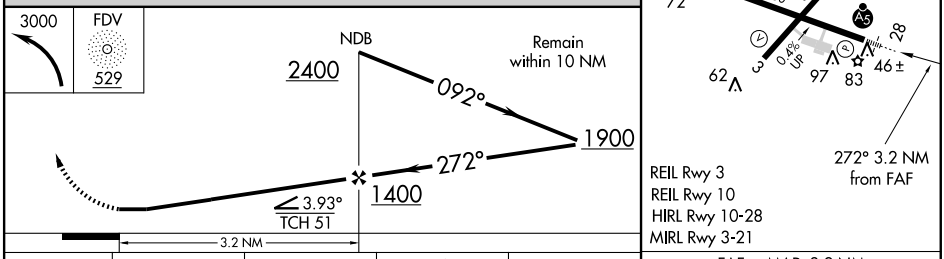
NDB FDV 529	APP CRS 272°	Rwy Idg N/A TDZE N/A Apt Elev 37

NDB-A
NOME (OME)(PAOM)

MISSED APPROACH: Climbing left turn to 3000 direct FDV NDB and hold.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) 255.4





CATEGORY	A	B	C	D
CIRCLING	520-1	483 (500-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

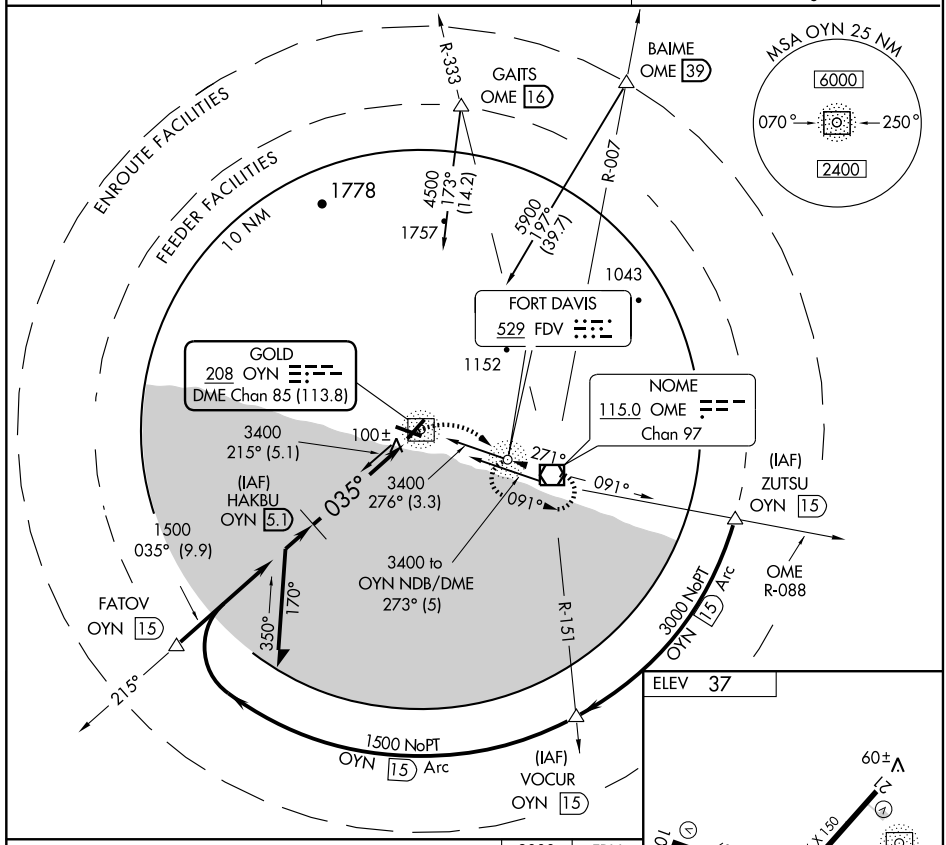
AK. 17 DEC 2009 to 11 FEB 2010

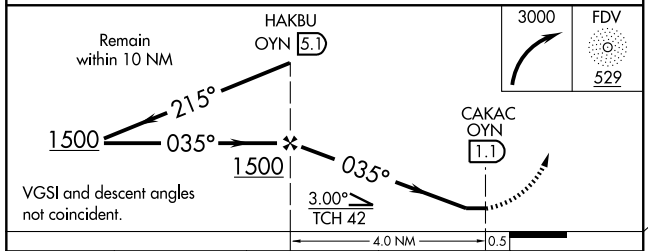
NDB/DME OYN 208 Chan 85 (113.8)	APP CRS 035°	Rwy Idg 5576 TDZE 24 Apt Elev 37

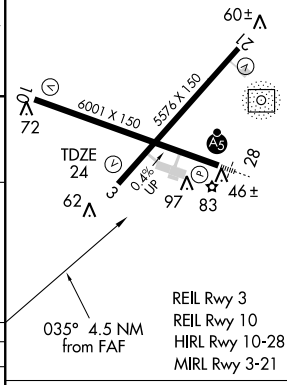
NDB/DME RWY 3
NOME (OME)(PAOM)

MISSED APPROACH: Climbing right turn to 3000 direct FDV NDB and hold.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) 255.4







CATEGORY	A	B	C	D
S-3	460-1	436 (500-1)	460-1¼ 436 (500-1¼)	460-1½ 436 (500-1½)
CIRCLING	520-1	483 (500-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

AK. 17 DEC 2009 to 11 FEB 2010

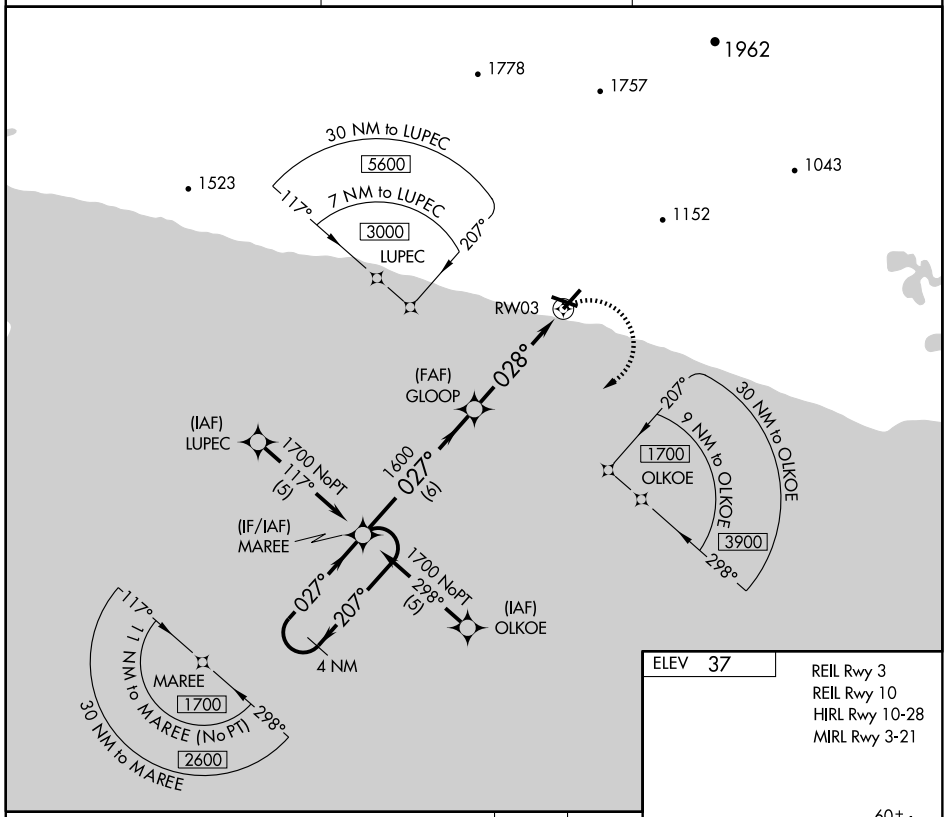
APP CRS	Rwy Idg	5576
028°	TDZE	24
	Apt Elev	37

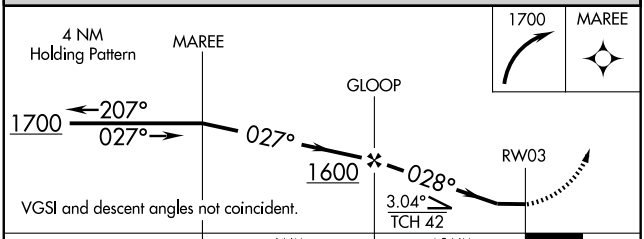
RNAV (GPS) RWY 3
NOME (OME)(PAOM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 1700 direct MAREE and hold.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) 255.4

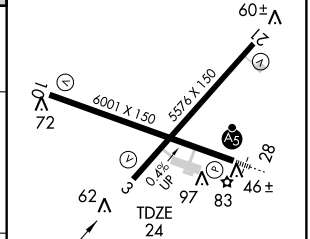




CATEGORY	A	B	C	D
LNAV MDA	440-1 416 (500-1)		440-1¼ 416 (500-1¼)	
CIRCLING	520-1 483 (500-1)		580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

ELEV 37

REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21



AK, 17 DEC 2009 to 11 FEB 2010

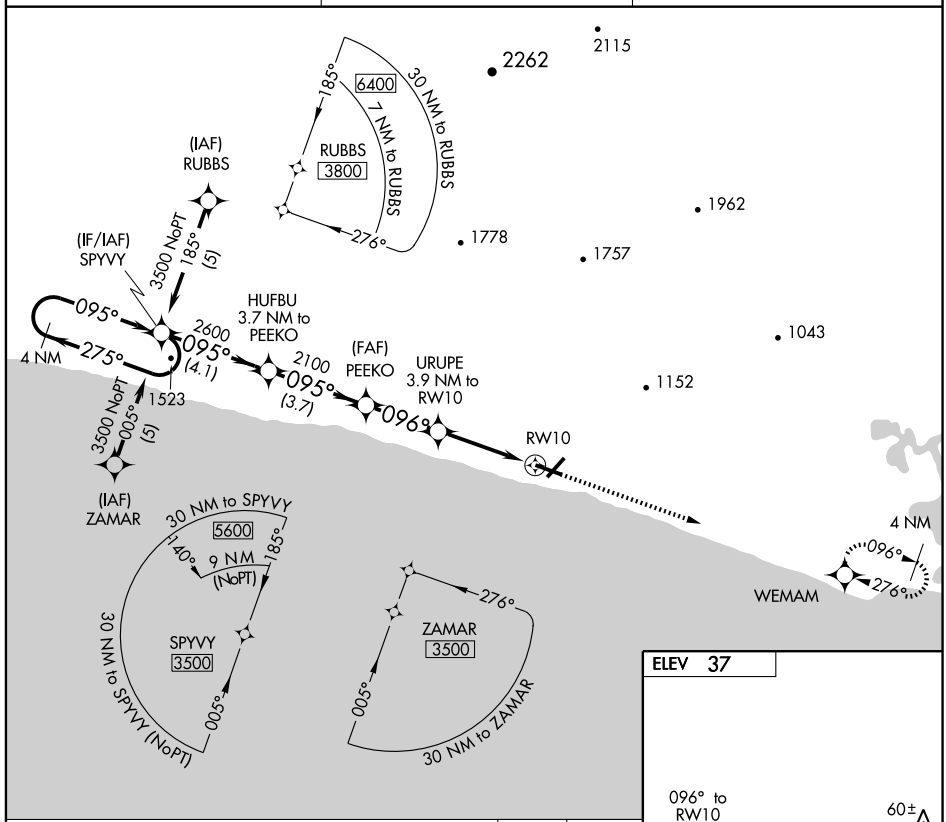
APP CRS	Rwy Idg	6001
096°	TDZE	16
	Apt Elev	37

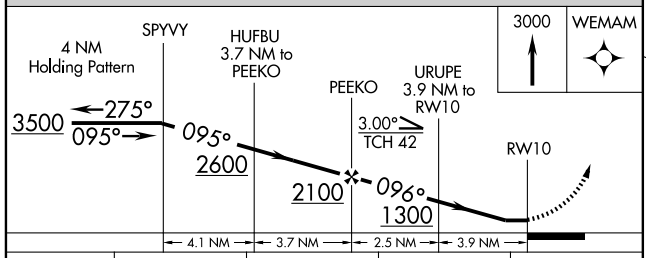
RNAV (GPS) RWY 10
NOME (OME)(PAOM)

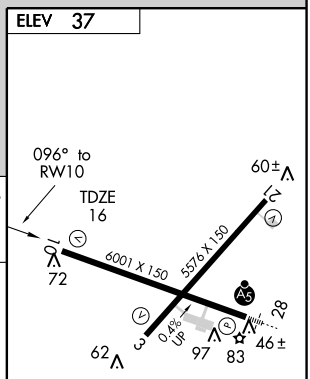
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WEMAM and hold, continue climb in hold to 3000.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) 255.4







CATEGORY	A	B	C	D
LNAV MDA	340-1 324 (400-1)			
CIRCLING	520-1 483 (500-1)		580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

AK. 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 28

NOME (OME) (PAOM)

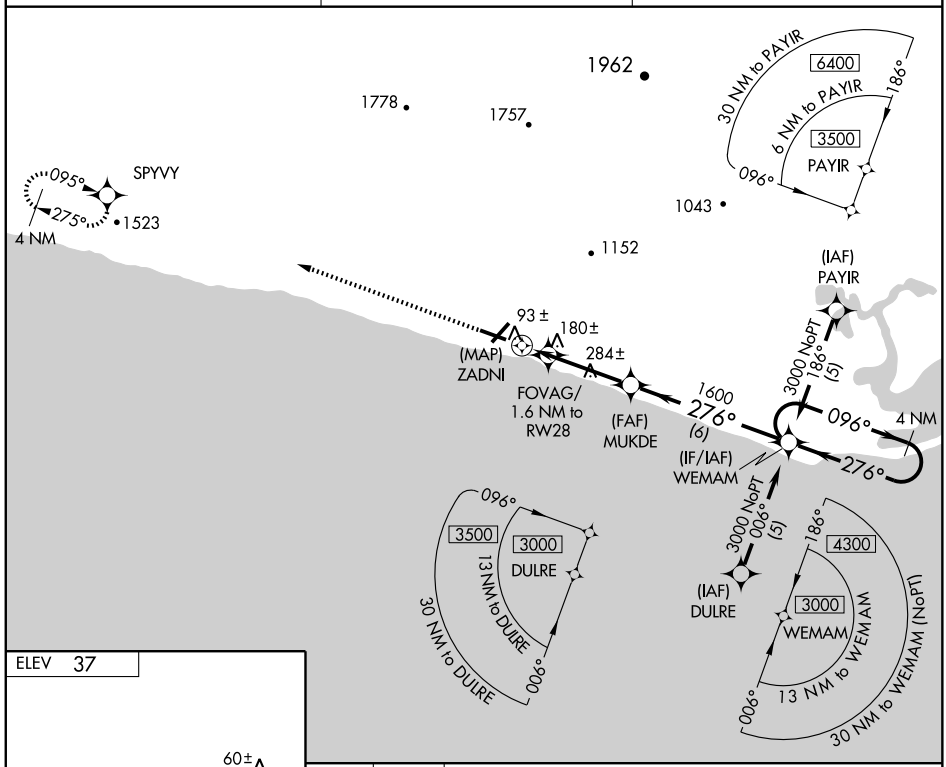
APP CRS	Rwy Idg	6001
276°	TDZE	21
	Apt Elev	37

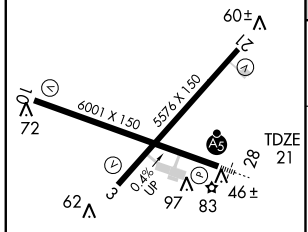
Inoperative table does not apply to LNAV CAT D. For inoperative MALSR, increase LNAV CATs A, B, and C visibility to RVR 5000. DME/DME RNP-0.3 NA.

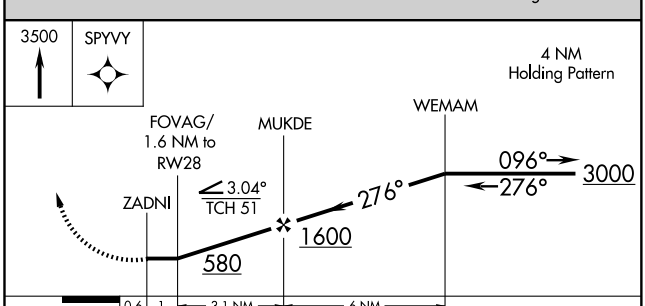
MALSR

MISSED APPROACH: Climb to 3500 direct SPYVY and hold.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) 255.4







CATEGORY	A	B	C	D
LNAV MDA	360/40 339 (400-¾)			360/50 339 (400-1)
CIRCLING	520-1 483 (500-1)		580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

REIL Rwy 3
REIL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 3-21

AK, 17 DEC 2009 to 11 FEB 2010

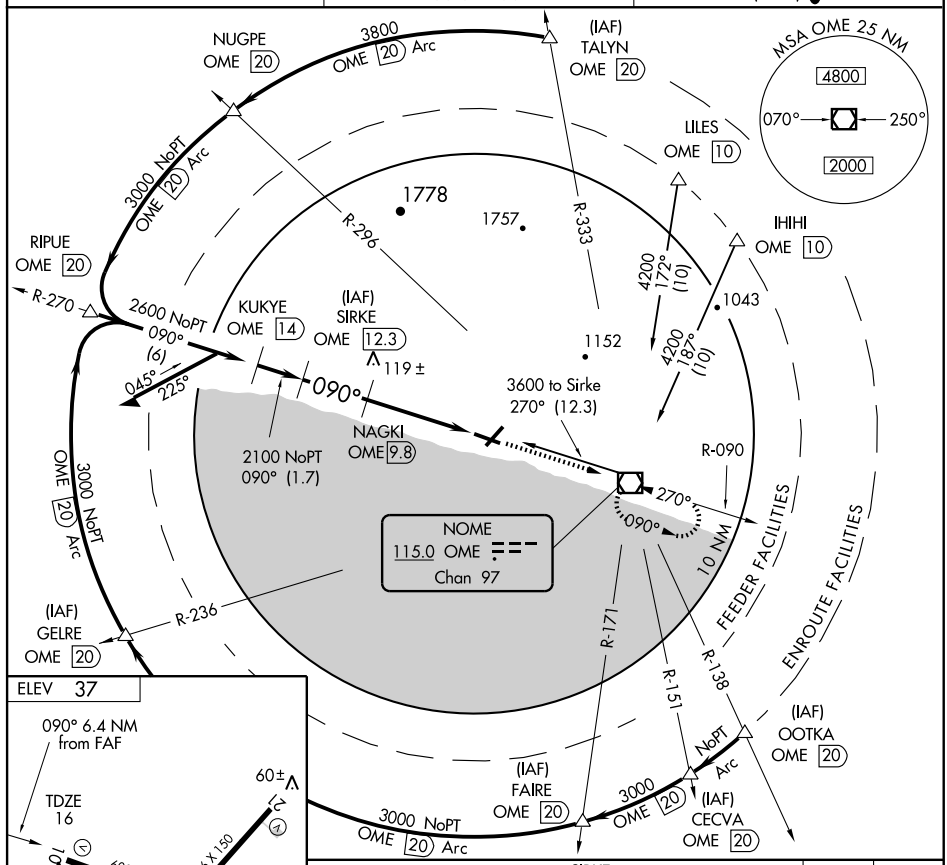
VOR/DME OME	APP CRS	Rwy Idg	6001
115.0	090°	TDZE	16
Chan 97		Apt Elev	37

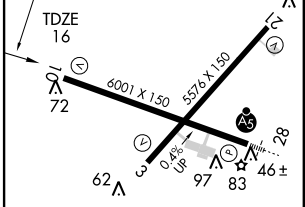
VOR/DME RWY 10

NOME (OME) (PAOM)

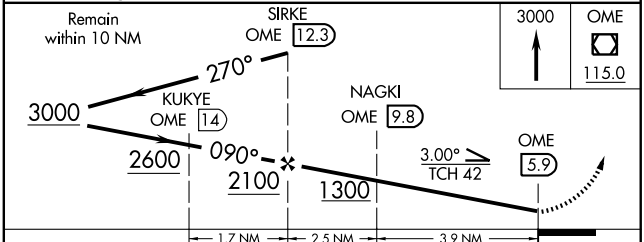
MISSED APPROACH: Climb to 3000 direct OME VOR/DME and hold, continue climb in hold to 3000.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) L 255.4





REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-10		340-1	324 (400-1)	
CIRCLING	520-1 483 (500-1)		580-1 ½ 543 (600-1½)	800-2 ½ 763 (800-2½)

AK, 17 DEC 2009 to 11 FEB 2010

VOR/DME OME 115.0 Chan 97	APP CRS 270°	Rwy Idg 6001 TDZE 21 Apt Elev 37

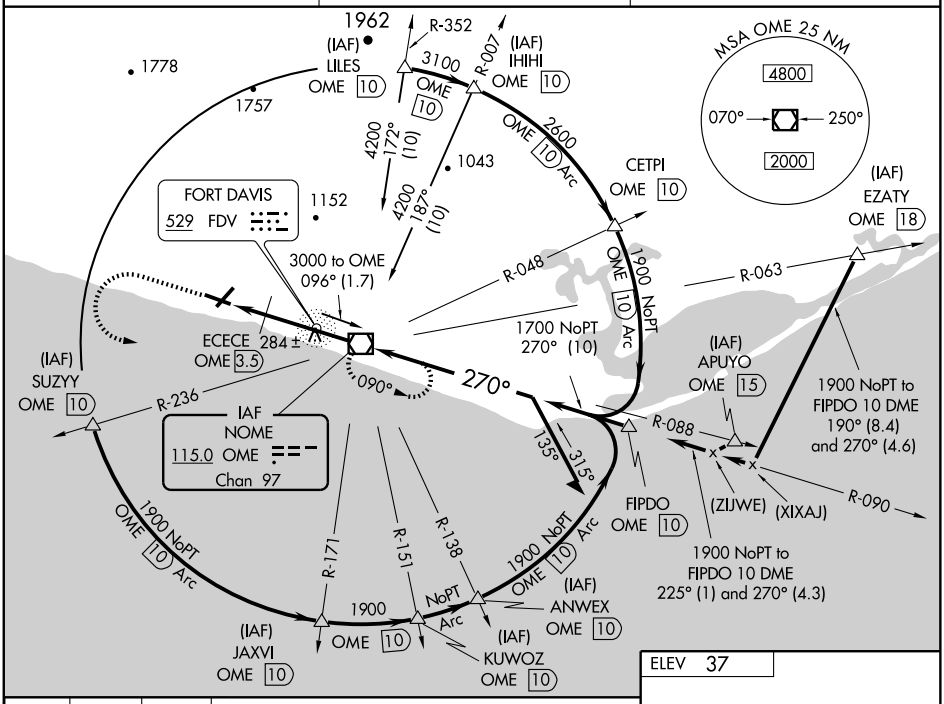
VOR RWY 28
NOME (OME) (PAOM)

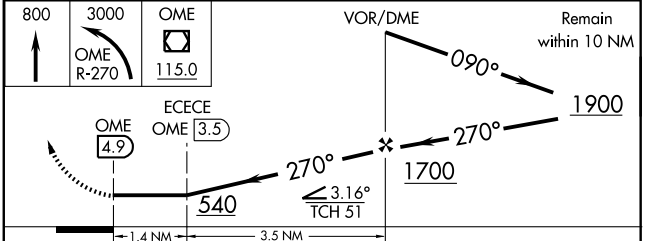
For inoperative MALSR, increase S-28 Cat A/B visibility to RVR 5000. ECECE FIX Minimums: For inoperative MALSR increase S-28 Cat A/B visibility to RVR 5000, Cat D visibility to RVR 6000.

MALSR

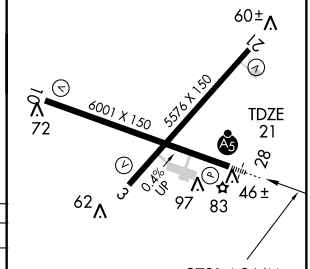
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via OME R-270 to OME VOR/DME and hold.

ATIS	ANCHORAGE CENTER	NOME RADIO
119.925	133.3 290.4	123.6 (CTAF) L 255.4





CATEGORY	A	B	C	D
S-28	540/40	519 (600-¾)	540/50 519 (600-1)	540/60 519 (600-1¼)
CIRCLING	540-1	503 (600-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)
ECECE FIX MINIMUMS				
S-28	440/40	419 (500-¾)		440/50 419 (500-1)
CIRCLING	520-1	483 (500-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)



REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

FAF to MAP 4.9 NM

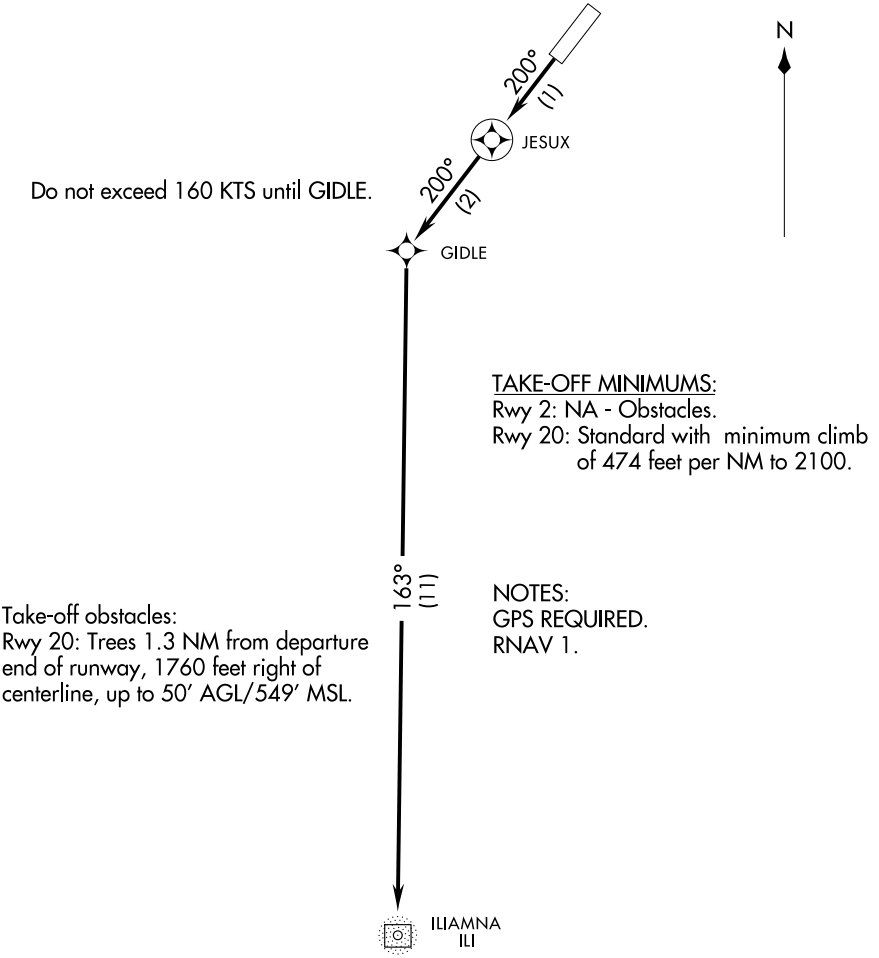
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

AK. 17 DEC 2009 to 11 FEB 2010

ILIAMNA ONE DEPARTURE (RNAV) (OBSTACLE)

NONDALTON (5NN) (PANO)
NONDALTON, ALASKA

ANCHORAGE CENTER
118.8
ILIAMNA RADIO
123.6
CTAF
122.9



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb via 200° course to JESUX, and via depicted route to ILI NDB/DME. Then via assigned route and altitude.

APP CRS	Rwy Idg	2800
016°	TDZE	314
	Apt Elev	314

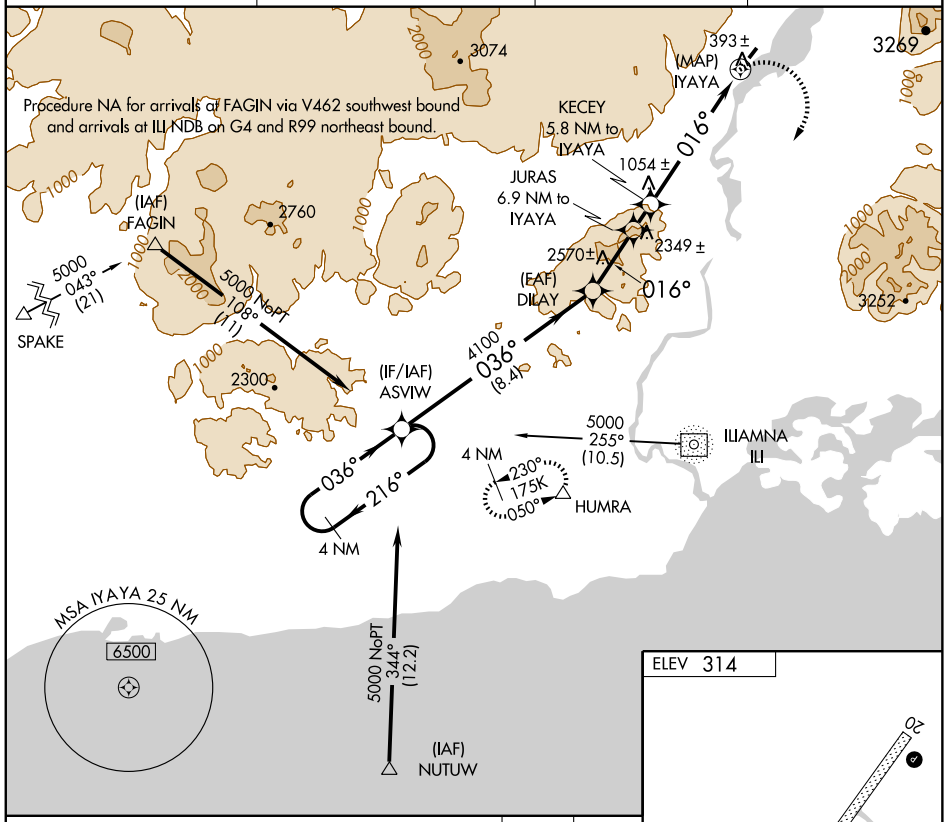
RNAV (GPS) RWY 2
NONDALTON (5NN) (PANO)

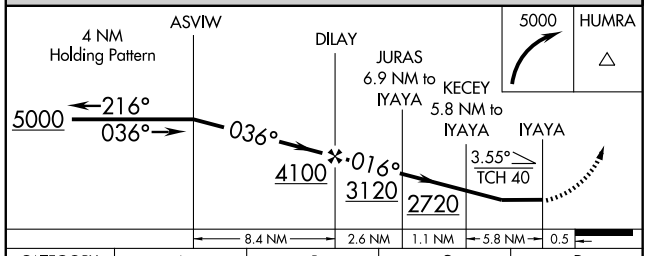
Circling NA northwest of Rwy 2-20. Use Iliamna altimeter setting; if not received, procedure NA. Circling to Rwy 20 NA at night. DME/DME RNP-0.3 NA.

NA

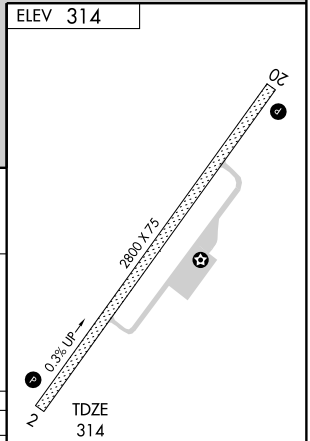
MISSED APPROACH: Climbing right turn to 5000 direct HUMRA and hold.

ILIAMNA ASOS	ANCHORAGE CENTER	CTAF	KENAI RADIO
134.95	118.8	122.9 L	122.2





CATEGORY	A	B	C	D
LNAV MDA	1380-1¼ 1066 (1100-1¼)	1380-1½ 1066 (1100-1½)	NA	
CIRCLING	1380-1¼ 1066 (1100-1¼)	1380-1½ 1066 (1100-1½)	NA	



AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	5100
052°	TDZE	1713
	Apt Elev	1716

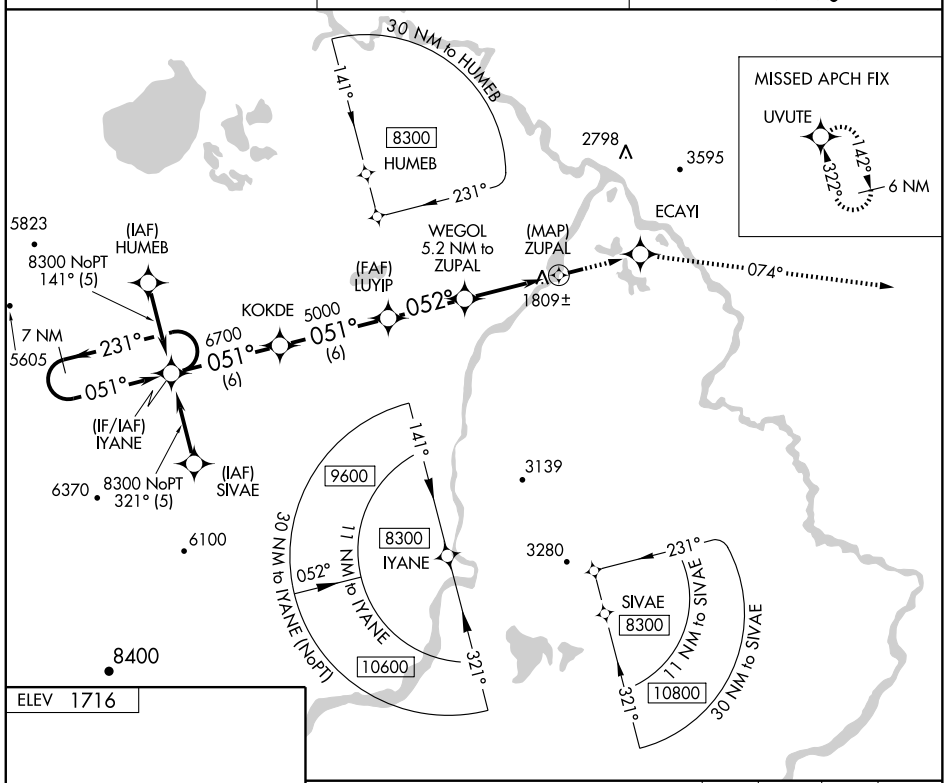
RNAV (GPS) RWY 5

NORTHWAY (ORT)(PAOR)

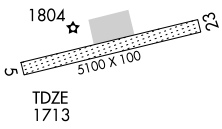
DME/DME RNP-0.3 NA.

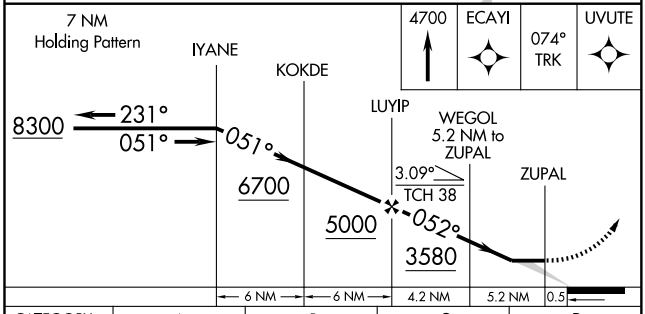
MISSED APPROACH: Climb to 4700 direct ECAYI and via 074° track to UVUTE and hold.

ASOS	ANCHORAGE CENTER	NORTHWAY RADIO
135.4	126.55 323.0	123.6 (CTAF) L



ELEV 1716





CATEGORY	A	B	C	D
LNAV MDA	2060-1 347 (400-1)			2060-1¼ 347 (400-1¼)
CIRCLING	2220-1 504 (600-1)		2220-1½ 504 (600-1½)	2280-2 564 (600-2)

REIL Rwy 23
MIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

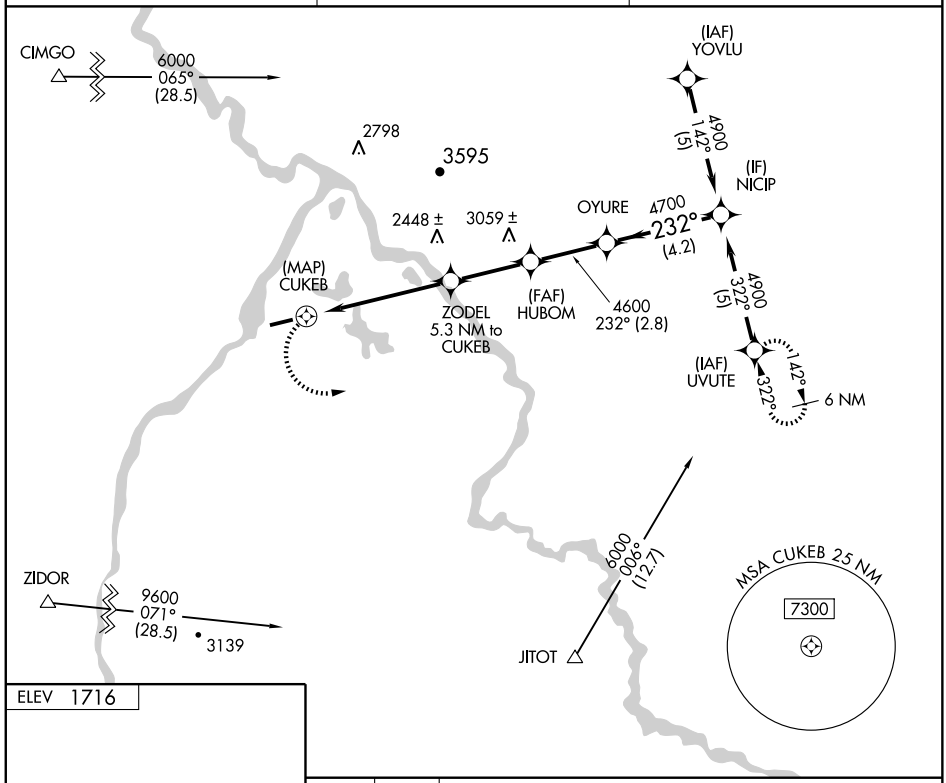
APP CRS	Rwy Idg	5100
232°	TDZE	1713
	Apt Elev	1716

RNAV (GPS) RWY 23
NORTHWAY (ORT)(PAOR)

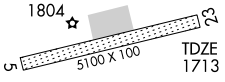
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4700 direct UVUTE and hold.

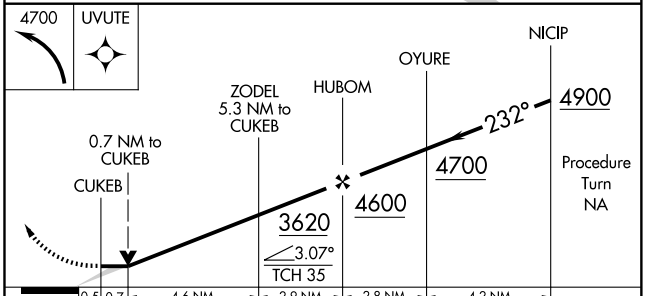
ASOS	ANCHORAGE CENTER	NORTHWAY RADIO
135.4	126.55 323.0	123.6 (CTAF) L



ELEV 1716



REIL Rwy 23
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LNAV MDA	2140-1	427 (500-1)	2140-1¼ 427 (500-1¼)	2140-1½ 427 (500-1½)
CIRCLING	2220-1	504 (600-1)	2220-1½ 504 (600-1½)	2280-2 564 (600-2)

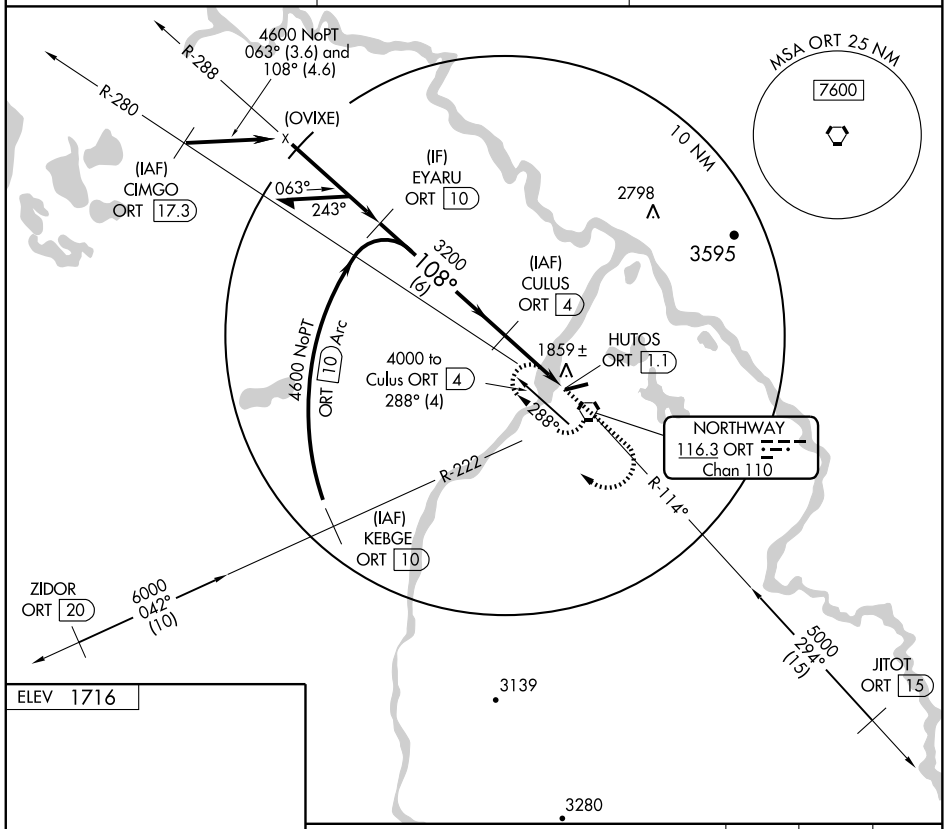
AK, 17 DEC 2009 to 11 FEB 2010

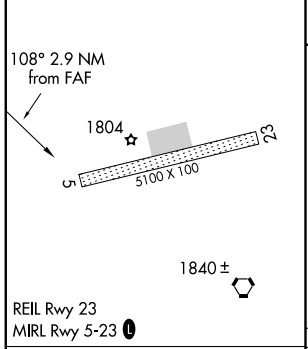
VORTAC ORT 116.3 Chan 110	APP CRS 108°	Rwy Idg N/A TDZE N/A Apt Elev 1716

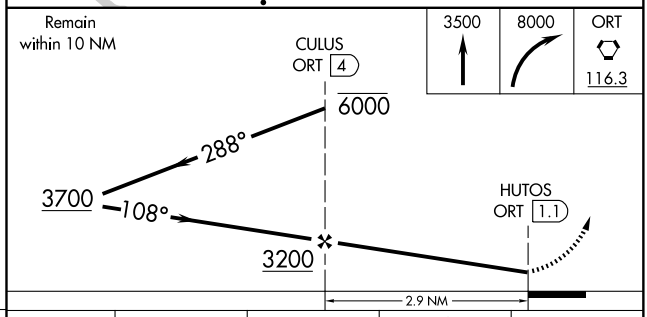
VOR/DME-A
NORTHWAY (ORT)(PAOR)

MISSED APPROACH: Climb to 3500 then climbing right turn to 8000 direct ORT VORTAC and hold, continue climb-in-hold to 8000.

ASOS	ANCHORAGE CENTER	NORTHWAY RADIO
135.4	126.55 323.0	123.6 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	2220-1	504 (600-1)	2220-1½ 504 (600-1½)	2280-2 564 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4343
041°M (220°G)	TDZE	38
	Apt Elev	38

RNAV (GPS) RWY 4

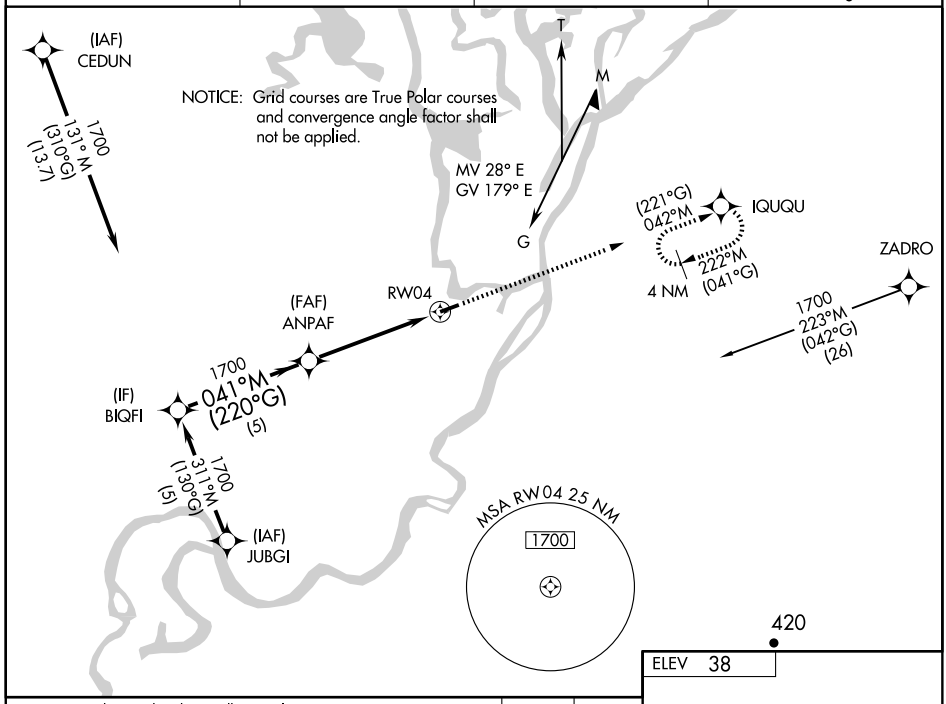
NUIQSUT (AQT) (PAQT)

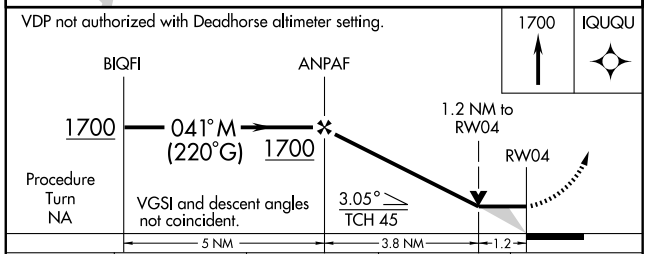
⚠ When local altimeter setting not received, use Deadhorse altimeter setting. DME/DME RNP-0.3 NA. Inoperative table does not apply.

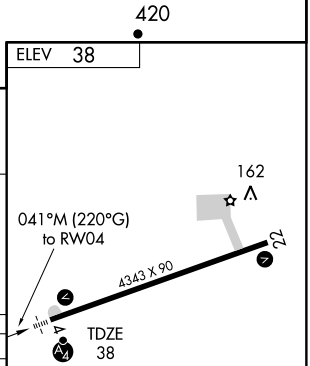
MALSF

MISSED APPROACH: Climb to 1700 direct IQUQU and hold.

ASOS	ANCHORAGE CENTER	DEADHORSE RADIO	CTAF
135.35	119.4	122.5	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	440-1 402 (500-1)		440-1¼ 402 (500-1¼)	NA
CIRCLING	520-1 482 (500-1)		520-1½ 482 (500-1½)	NA
DEADHORSE ALTIMETER SETTING MINIMUMS				
LNAV MDA	480-1 442 (500-1)		480-1¼ 442 (500-1¼)	NA
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	NA

HIRL Rwy 4-22 L
REIL Rwy 22 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4343
222°M (041°G)	TDZE	38
	Apt Elev	38

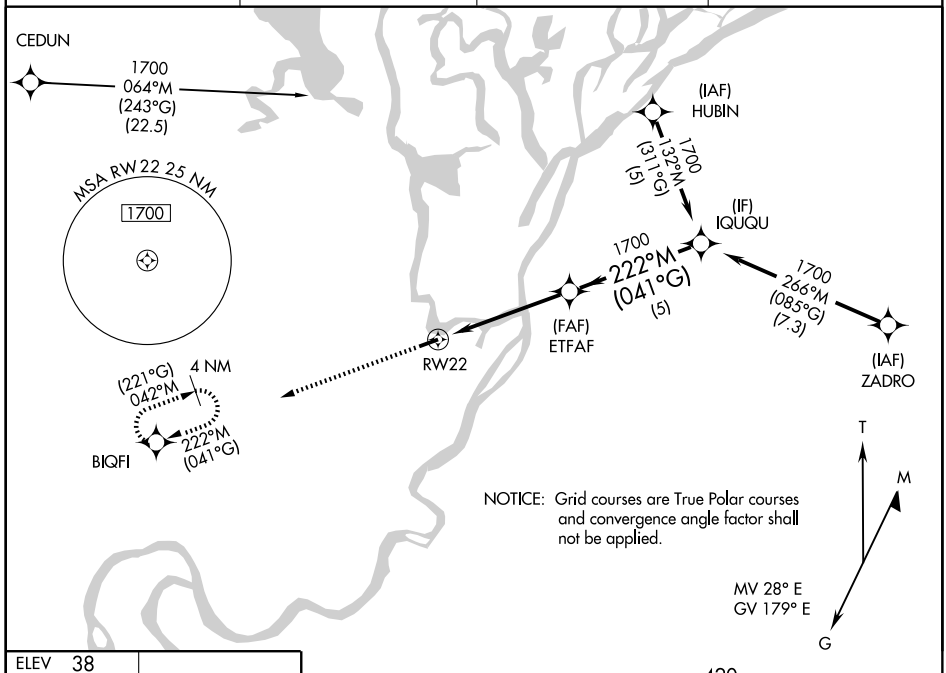
RNAV (GPS) RWY 22

NUIQSUT (AQT) (PAQT)

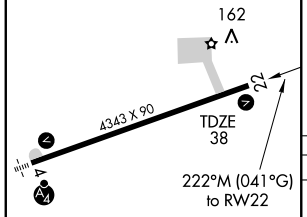
⚠ When local altimeter setting not received, use Deadhorse altimeter setting.
DME/DME RNP-0.3 NA.

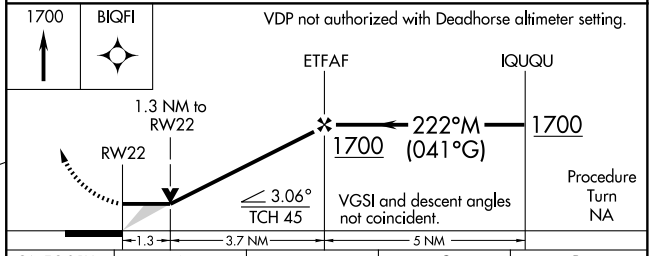
MISSED APPROACH: Climb to 1700 direct BIQFI and hold.

ASOS	ANCHORAGE CENTER	DEADHORSE RADIO	CTAF
135.35	119.4	122.5	122.8 L



ELEV 38





CATEGORY	A	B	C	D
LNAV MDA	480-1	442 (500-1)	480-1¼ 442 (500-1¼)	NA
CIRCLING	520-1	482 (500-1)	520-1½ 482 (500-1½)	NA
DEADHORSE ALTIMETER SETTING MINIMUMS				
LNAV MDA	600-1	562 (600-1)	600-1½ 562 (600-1½)	NA
CIRCLING	640-1	602 (700-1)	640-1¾ 602 (700-1¾)	NA

HIRL Rwy 4-22 L
REIL Rwy 22 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4000
009°	TDZE	391
	Apt Elev	399

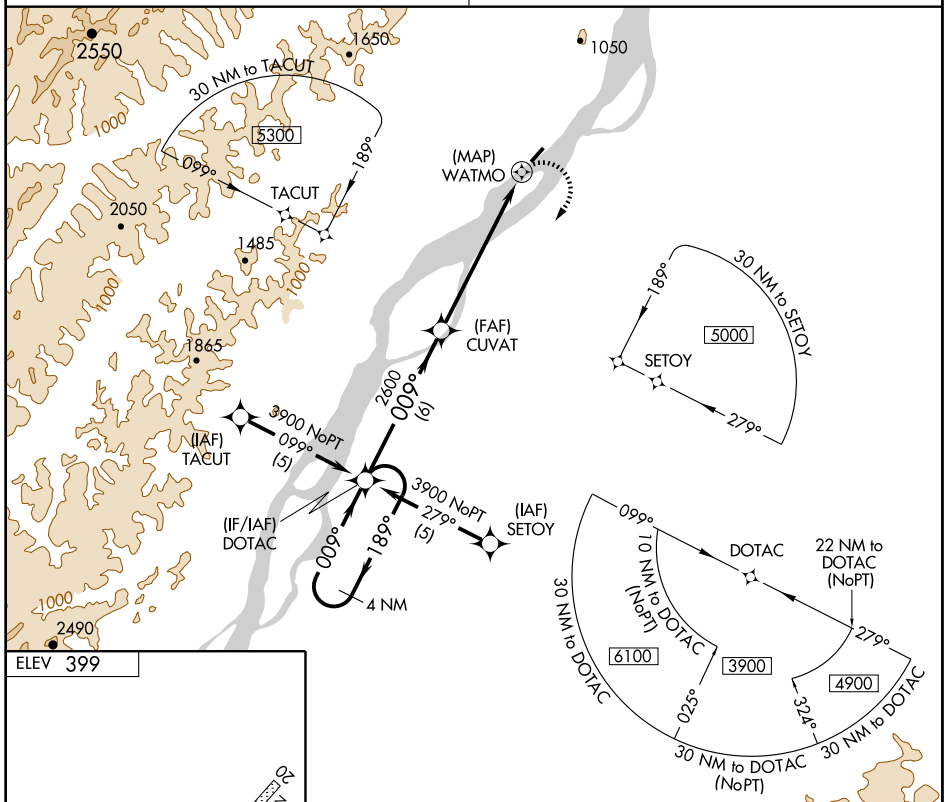
RNAV (GPS) RWY 2
NULATO (NUL) (PANU)

DME/DME RNP-0.3 NA. Use Galena altimeter setting.

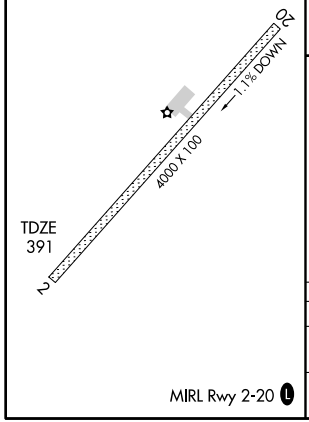
NA

MISSED APPROACH: Climbing right turn to 3900 direct DOTAC and hold.

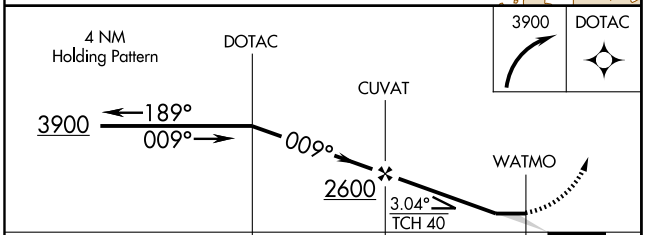
FAIRBANKS RADIO	CTAF
122.2	122.9 L



ELEV 399



MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LNAV MDA	1060-1 669 (700-1)		1060-1¾ 669 (700-1¾)	NA
CIRCLING	1320-1¼ 921 (1000-1¼)	1420-1½ 1021 (1100-1½)	1420-3 1021 (1100-3)	NA

AK, 17 DEC 2009 to 11 FEB 2010

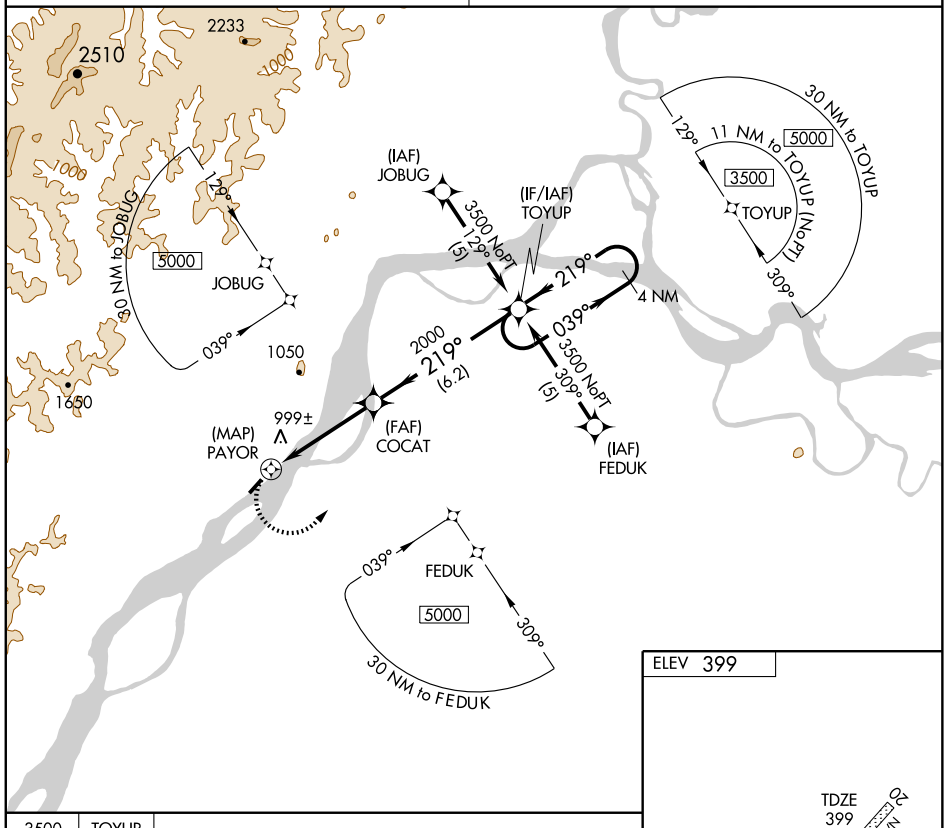
APP CRS	Rwy Idg	4000
219°	TDZE	399
	Apt Elev	399

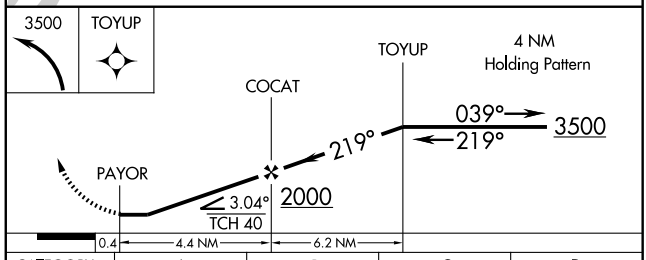
RNAV (GPS) RWY 20
NULATO (NUL) (PANU)

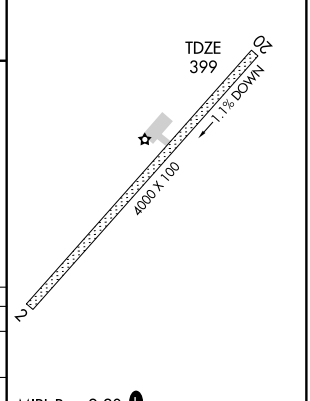
DME/DME RNP-0.3 NA. Use Galena altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct TOYUP and hold.

FAIRBANKS RADIO	CTAF
122.2	122.9 L







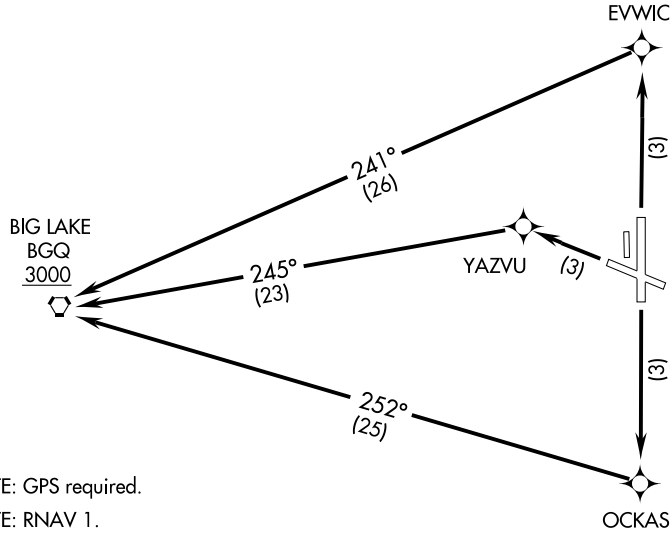
CATEGORY	A	B	C	D
LNAV MDA	1360-1¼ 961 (1000-1¼)	1360-1½ 961 (1000-1½)	1360-3 961 (1000-3)	NA
CIRCLING	1360-1¼ 961 (1000-1¼)	1420-1½ 1021 (1100-1½)	1420-3 1021 (1100-3)	NA

MIRL Rwy 2-20 L

AK. 17 DEC 2009 to 11 FEB 2010

PALMER THREE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE DEP CON
118.6 290.5
PALMER RADIO
123.6 (CTAF) 122.4



NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 9: NA-obstacles.
Rwy 16: Standard with minimum climb of 272 feet per NM to 1000.
Rwy 27: 500-1¼ or standard with a minimum climb of 245 feet per NM to 500.
Rwy 34: 500-1½ or standard with a minimum climb of 467 feet per NM to 800.

TAKE-OFF OBSTACLE NOTES

Rwy 16: Trees beginning 19 feet from DER, 126 feet left of centerline, up to 60′ AGL/309′ MSL.
Trees beginning 17 feet from DER, 163 feet right of centerline, up to 60′ AGL/280′ MSL.
Rwy 27: Trees beginning 44 feet from DER, 66 feet left of centerline, up to 60′ AGL/409′ MSL.
Trees beginning 19 feet from DER, 212 feet right of centerline, up to 60′ AGL/519′ MSL.
Rwy 34: Trees beginning 66 feet from DER, 435 feet left of centerline, up to 60′ AGL/303′ MSL.
Trees and poles beginning 5239 feet from DER, 1614 feet right of centerline, up to 60′ AGL/659′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb direct OCKAS, then right turn via 252° track to BGQ VORTAC, thence. . . .

TAKE-OFF RUNWAY 27: Climb dierct YAZVU, then via 245° track to BGQ VORTAC, thence. . . .

TAKE-OFF RUNWAY 34: Climb direct EVWIC, then left turn via 241° track to BGQ VORTAC, thence. . . .

. . . .maintain 3000 or assigned altitude, expect filed altitude 10 minutes after departure.

APP CRS	Rwy Idg	N/A
023°	TDZE	N/A
	Apt Elev	242

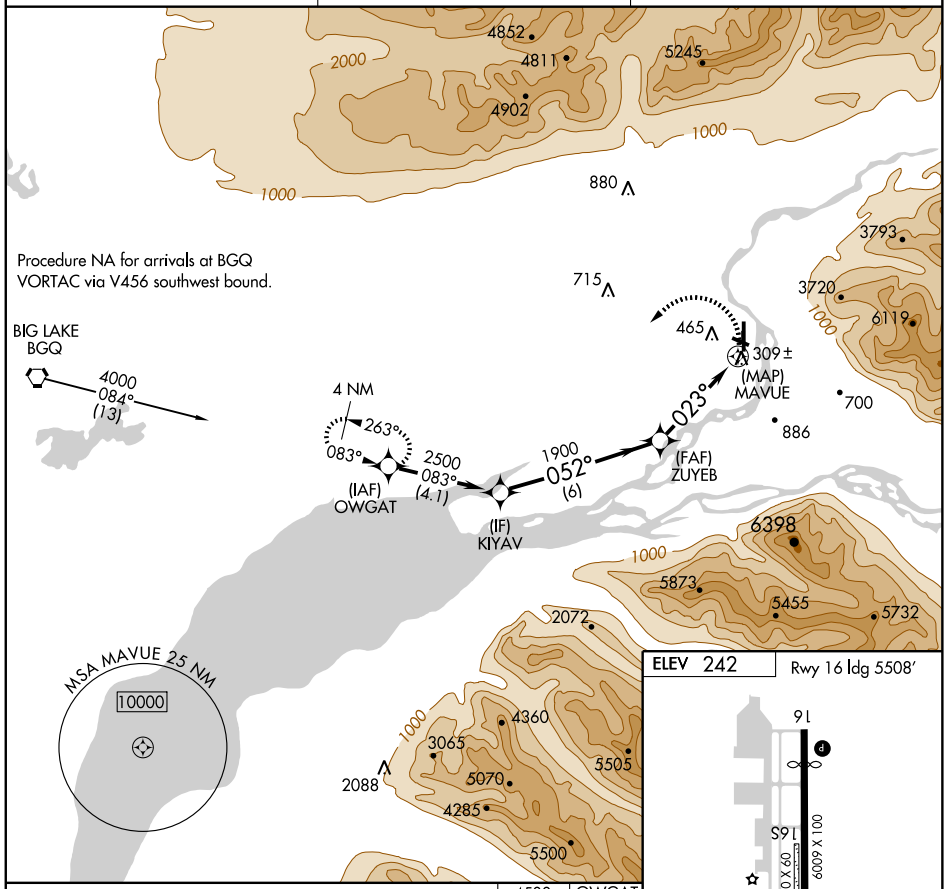
RNAV (GPS)-A

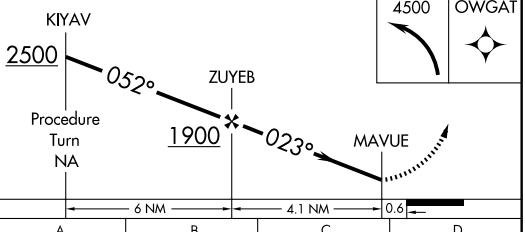
PALMER MUNI (PAQ) (PAAQ)

Circling NA NE of Rwy 16-27. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDAs 60 feet.

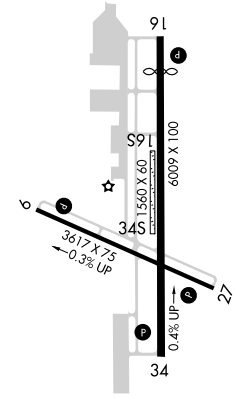
MISSED APPROACH: Climbing left turn to 4500 direct OWGAT and hold, continue climb in hold to 4500.

ASOS	ANCHORAGE APP CON	PALMER RADIO
134.75	118.6 290.5	123.6 (CTAF) L 122.4





ELEV 242 Rwy 16 Ldg 5508'



CATEGORY	A	B	C	D
CIRCLING	860-1 618 (700-1)		920-2 678 (700-2)	920-2¼ 678 (700-2¼)

REIL Rwy 16-34 L
MIRL Rwys 9-27 and 16-34 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3617
093°	TDZE	227
	Apt Elev	242

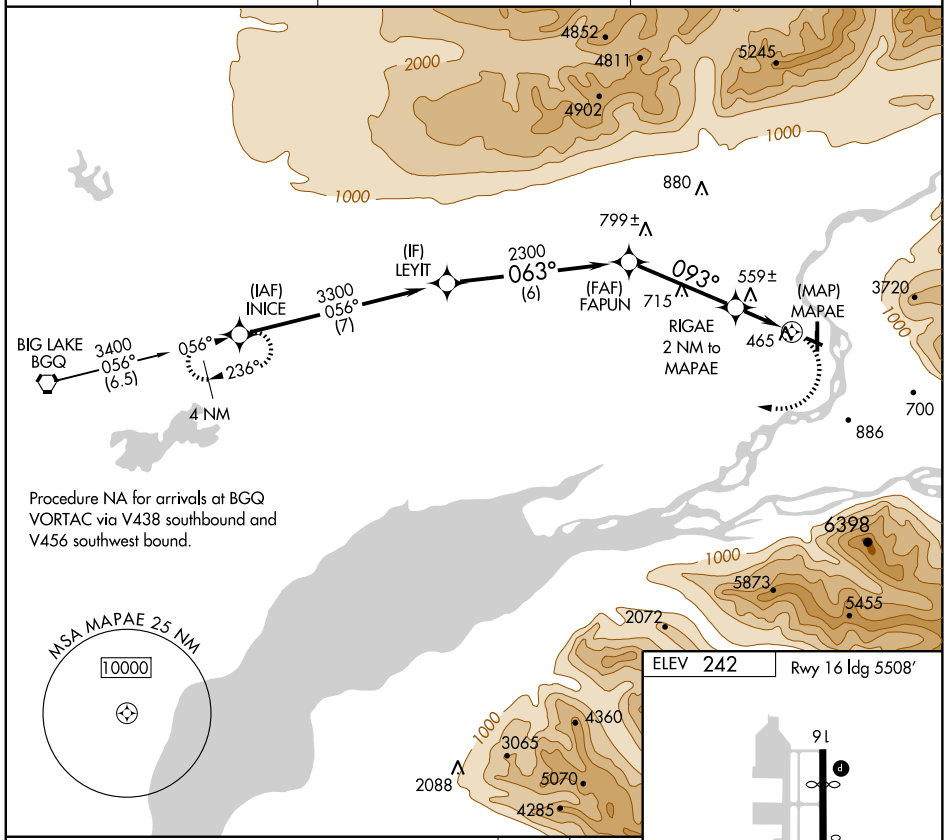
RNAV (GPS) RWY 9

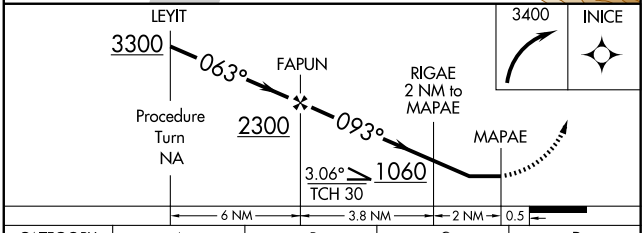
PALMER MUNI (PAQ) (PAAQ)

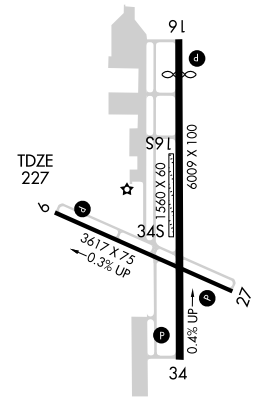
Circling NA NE of Rwy 16-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDAs 60 feet and all visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3400 direct INICE and hold.

ASOS	ANCHORAGE APP CON	PALMER RADIO
134.75	118.6 290.5	123.6 (CTAF) L 122.4







CATEGORY	A	B	C	D
LNAV MDA	820-1 593 (600-1)		820-1½ 593 (600-1½)	820-1¾ 593 (600-1¾)
CIRCLING	860-1 618 (700-1)		920-2 678 (700-2)	920-2¼ 678 (700-2¼)

REIL Rwy 6-34 L
MIRL Rwys 9-27 and 16-34 L

AK, 17 DEC 2009 to 11 FEB 2010

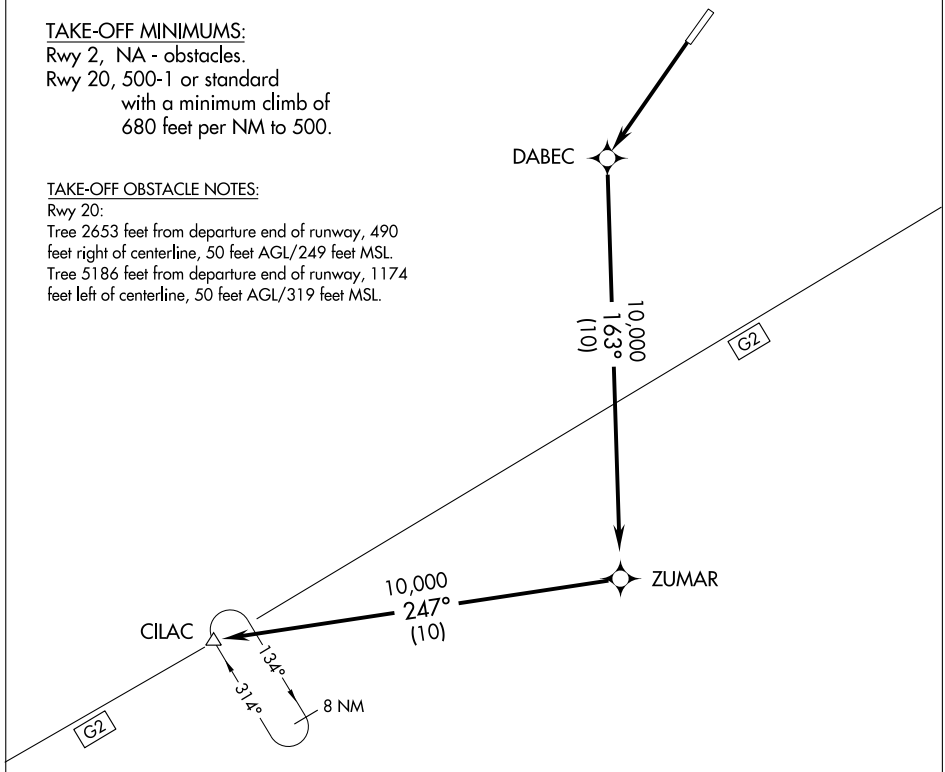
CILAC TWO DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
125.35 346.3
CTAF 122.9

NOTE: GPS Required
NOTE: RNAV 1

TAKE-OFF MINIMUMS:
Rwy 2, NA - obstacles.
Rwy 20, 500-1 or standard
with a minimum climb of
680 feet per NM to 500.

TAKE-OFF OBSTACLE NOTES:
Rwy 20:
Tree 2653 feet from departure end of runway, 490 feet right of centerline, 50 feet AGL/249 feet MSL.
Tree 5186 feet from departure end of runway, 1174 feet left of centerline, 50 feet AGL/319 feet MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 20: Climb to 10,000 direct DABEC and via 163° track to ZUMAR, then via 247° track to CILAC. Climb in hold (if required) to 10,000 or higher before proceeding via assigned route.

APP CRS	Rwy Idg	3300
028°	TDZE	30
	Apt Elev	30

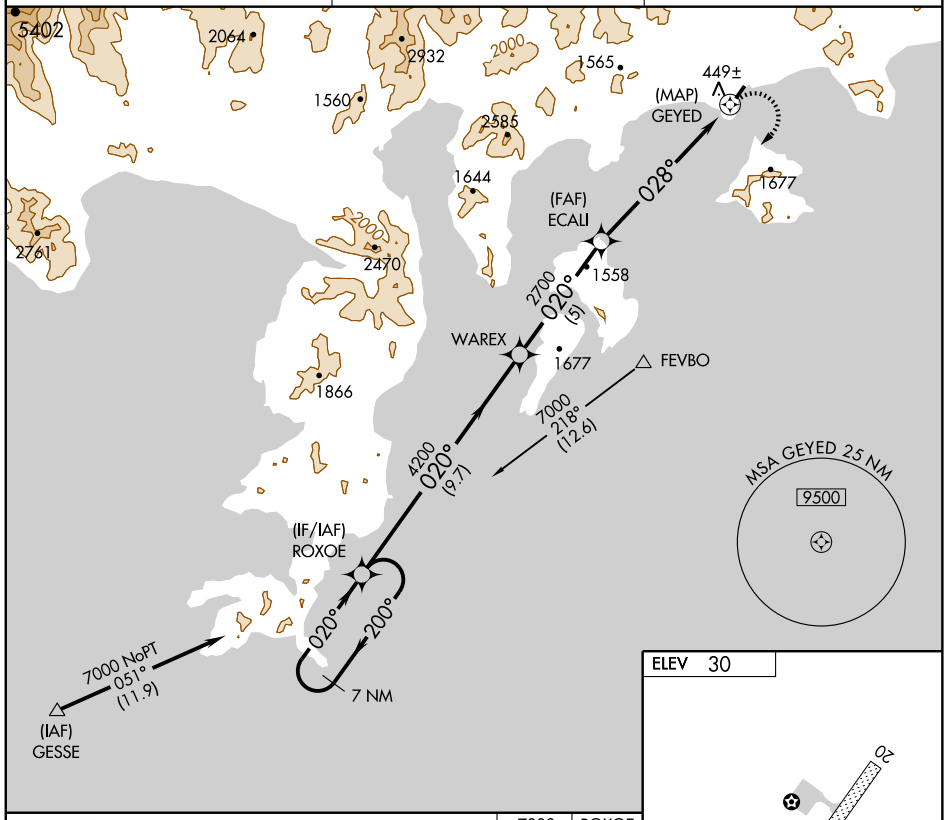
RNAV (GPS) RWY 2

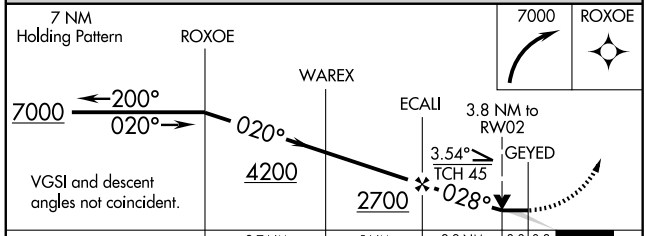
PERRYVILLE (PEV) (PAPE)

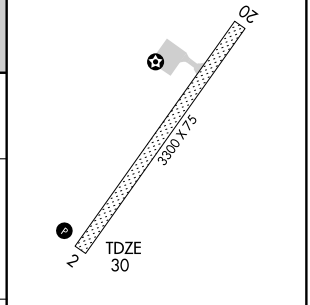
DME/DME RNP-0.3 NA. Procedure NA at night. If local altimeter setting not received, except for operators with approved weather reporting service, use Chignik altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 7000 direct ROXOE and hold, continue climb-in-hold to 7000.

CHIGNIK AWOS-3	ANCHORAGE CENTER	CTAF
135.75	125.35 346.3	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1600-1¼ 1570 (1600-1¼)	1600-1½ 1570 (1600-1½)	NA	
CIRCLING	1600-1¼ 1570 (1600-1¼)	1600-1½ 1570 (1600-1½)	NA	

MIRL Rwy 2-20 L
REIL Rwy 2 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
159°	TDZE	N/A
	Apt Elev	107

GPS-B

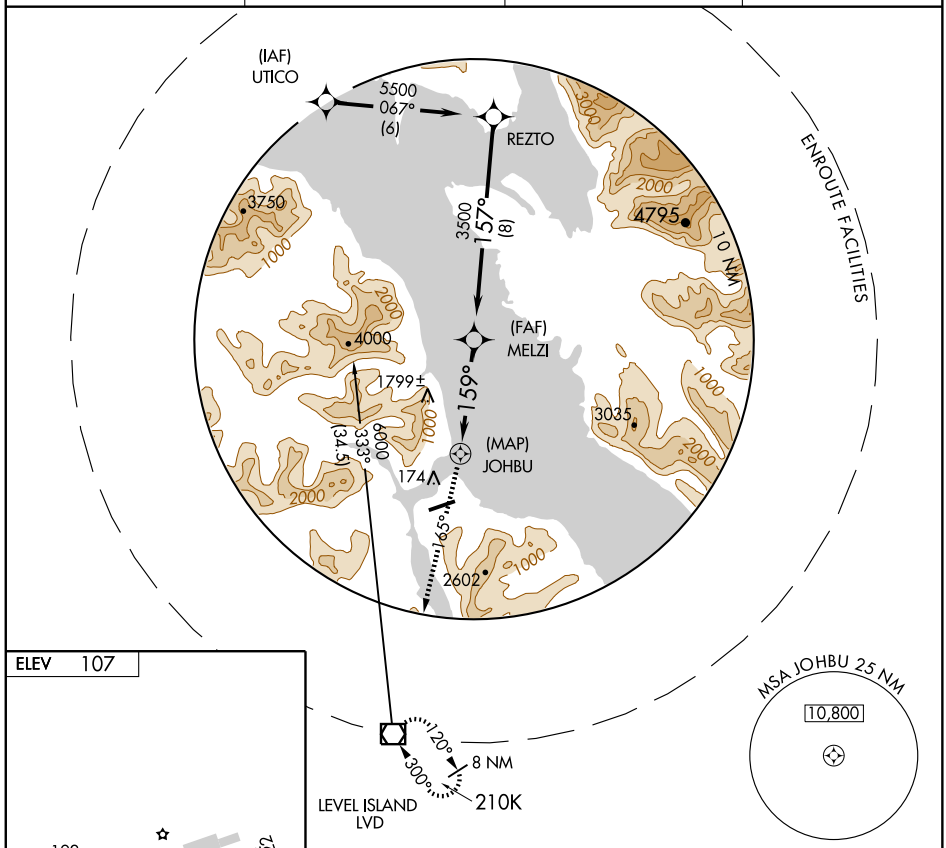
PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

Circling NA SE of Rwy 4-22.

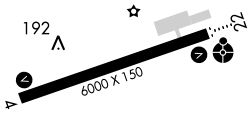
NA

MISSED APPROACH: Climb to 6000 via 165° course to LVD VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
125.8	118.0	122.35	122.5 L



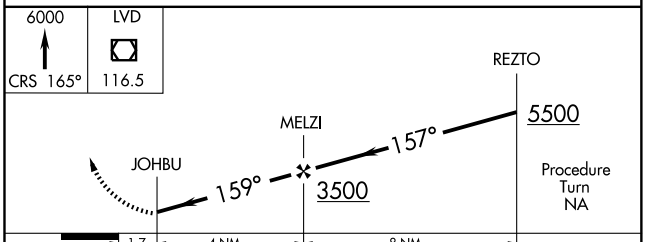
ELEV 107



1477

MIRL Rwy 4-22 L

REIL Rwys 4 and 22 L



CATEGORY	A	B	C	D
CIRCLING	2260-2	2153 (2200-2)	2260-3 2153 (2200-3)	NA

AK. 17 DEC 2009 to 11 FEB 2010

LOC I-PSG	APP CRS	Rwy Idg	N/A
110.5	157°	TDZE	N/A
Chan 42		Apt Elev	107

LDA/DME-D

PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

Circling not authorized SE of airport.

MISSED APPROACH: Immediate climbing left turn direct FPN NDB, climb on 112° bearing from FPN NDB to 4500, then climb to 7000 direct to LVD VOR/DME or SQM NDB and hold.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
125.8	118.0	122.35	122.5 L

ADF REQUIRED

(IAF) LVD 47

7800 NoPT 157° (4.5)

LR-338

337°

122°

292°

I-PSG 22

6200 to Sandi 157° (4)

4020

4075

5933

SANDI I-PSG 18

5300 157° (4)

157°

1.5 NM

5150

(IAF) I-PSG 14

6270

3800 157° (5)

3750

4795

I-PSG 9

6562

7000±

5000

6550

LOCALIZER 110.5 I-PSG Chan 42

4000

I-PSG 4 **

3700

160° 3.9 NM

3035

3495

7800 to I-PSG 14 343° (34.6)

174

FREDERICKS POINT 372 FPN

2735

2602

292°

3249

7800 to I-PSG 14 343° (34.8)

LEVEL ISLAND 116.5 LVD Chan 112

SUMNER STRAIT 529 SQM

120°

300°

R-120

210K

R-298

10,000 † LVD 47 Arc

ENROUTE FACILITIES

FEEDER FACILITIES

MSA FPN 25 NM

11100

† If I-PSG LDA not received when crossing LVD R-338, proceed direct to LVD VOR/DME or SQM NDB and hold.

** CAUTION: ODALS or runway must be visible to continue for landing.

AK. 17 DEC 2009 to 11 FEB 2010

ELEV 107

Fly Visual 160° 3.9 NM

192

6000 X 150

22

CLIMBING | FPN 372 | 4500 FPN BRG 112° | 7000 LVD VOR/DME or SQM NDB

I-PSG 14 — Remain within 10 NM

337°

I-PSG 22

I-PSG 18

157°

7800

6200

5300

3800

I-PSG 9

I-PSG 4 **

Use I-PSG DME when on localizer course.

Fly Visual 160° 3.9 NM

5 NM | 5 NM | 4 NM | 4 NM

CATEGORY	A	B	C	D
C-22	1540-4 1433 (1500-4)			NA
C-4	1540-4 1433 (1500-4)		1540-5 1433 (1500-5)	NA

MIRL Rwy 4-22 L

REIL Rwys 4 and 22 L

1477

Knots	60	90	120	150	180
Min:Sec					

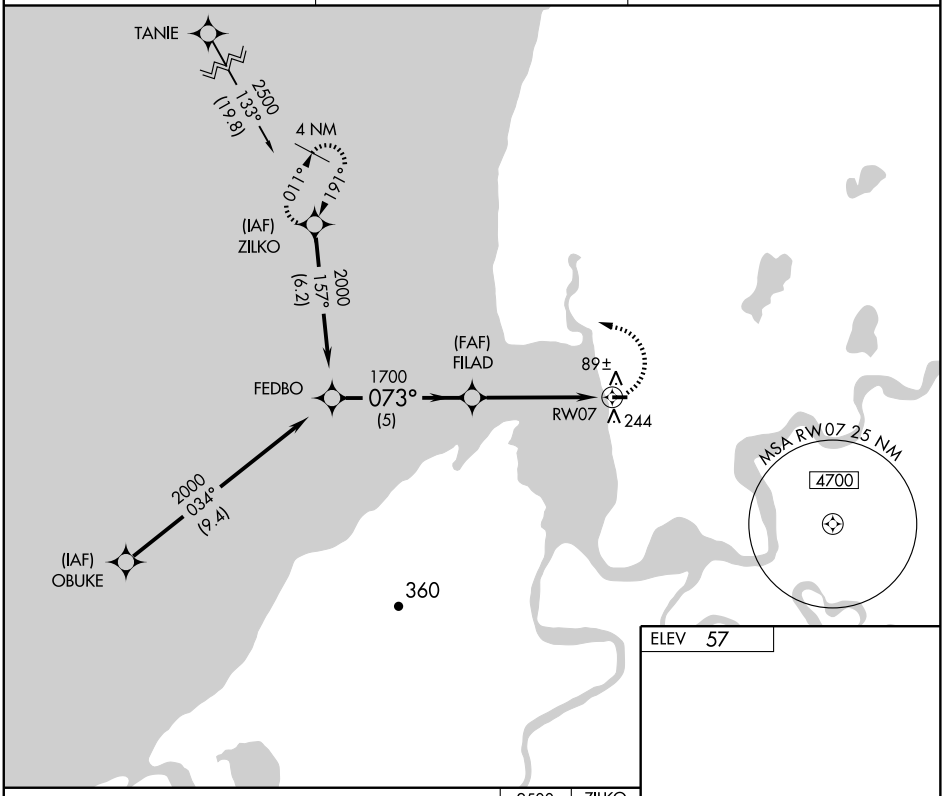
APP CRS	Rwy Idg	3280
073°	TDZE	57
	Apt Elev	57

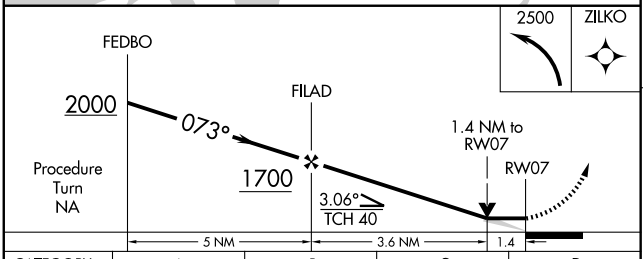
RNAV (GPS) RWY 7
PILOT POINT (PNP)(PAPN)

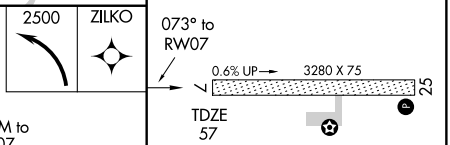
If local altimeter setting not received, use King Salmon altimeter setting and increase all MDAs 180 feet. DME/DME RNP-0.3 NA. VDP NA with King Salmon altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct ZILKO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
118.375	132.9 288.3	122.9 L







ELEV 57

CATEGORY	A	B	C	D
LNAV MDA	520-1	463 (500-1)	NA	
CIRCLING	600-1	543 (600-1)	NA	

MIRL Rwy 7-25 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3280
253°	TDZE	57
	Apt Elev	57

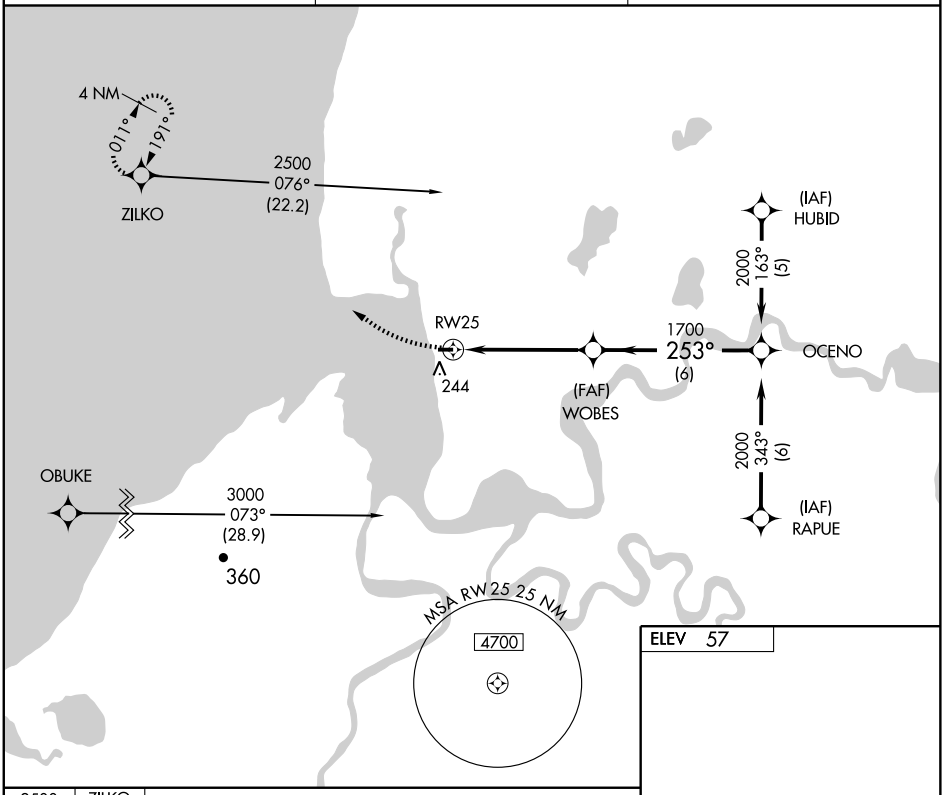
RNAV (GPS) RWY 25

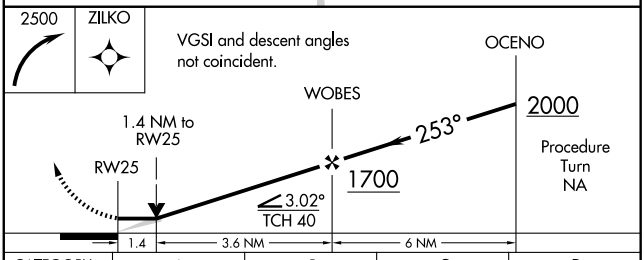
PILOT POINT (PNP)(PAPN)

If local altimeter setting not received, use King Salmon altimeter setting and increase all MDAs 180 feet. DME/DME RNP-0.3 NA.
VDP NA with King Salmon altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct ZILKO and hold.

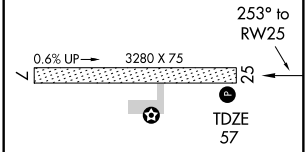
AWOS-3	ANCHORAGE CENTER	CTAF
118.375	132.9 288.3	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	540-1	483 (500-1)	NA	
CIRCLING	600-1	543 (600-1)	NA	

ELEV 57



MIRL Rwy 7-25 (L)

AK, 17 DEC 2009 to 11 FEB 2010

ZILKO ONE DEPARTURE (RNAV) (OBSTACLE)

PILOT POINT (PNP)(PAPN)
PILOT POINT, ALASKA

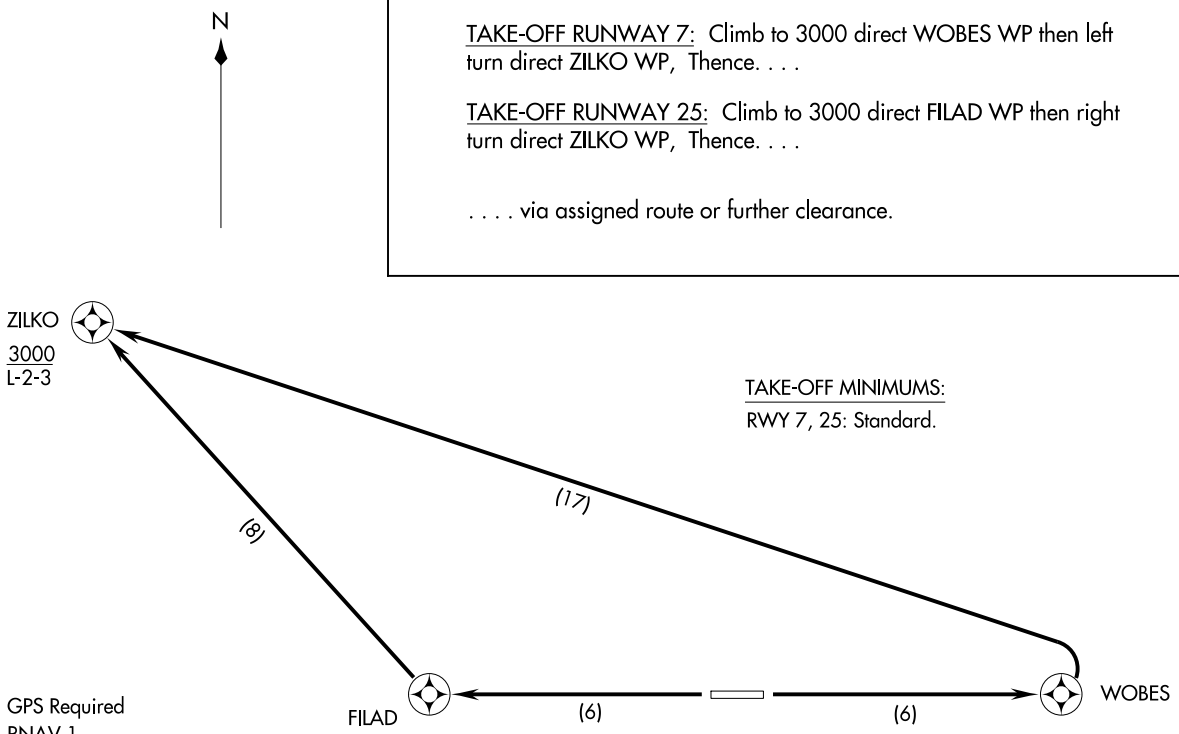
ANCHORAGE CENTER
132.9 288.3

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb to 3000 direct WOBES WP then left turn direct ZILKO WP, Thence. . . .

TAKE-OFF RUNWAY 25: Climb to 3000 direct FILAD WP then right turn direct ZILKO WP, Thence. . . .

. . . . via assigned route or further clearance.



NOTE: 1. GPS Required
2. RNAV 1.

NOTE: For use by Cat A and B aircraft only.
NOTE: RWY 7: Do not exceed 200 KIAS until ZILKO WP.

NOTE: Chart not to scale.

RNAV (GPS) RWY 13

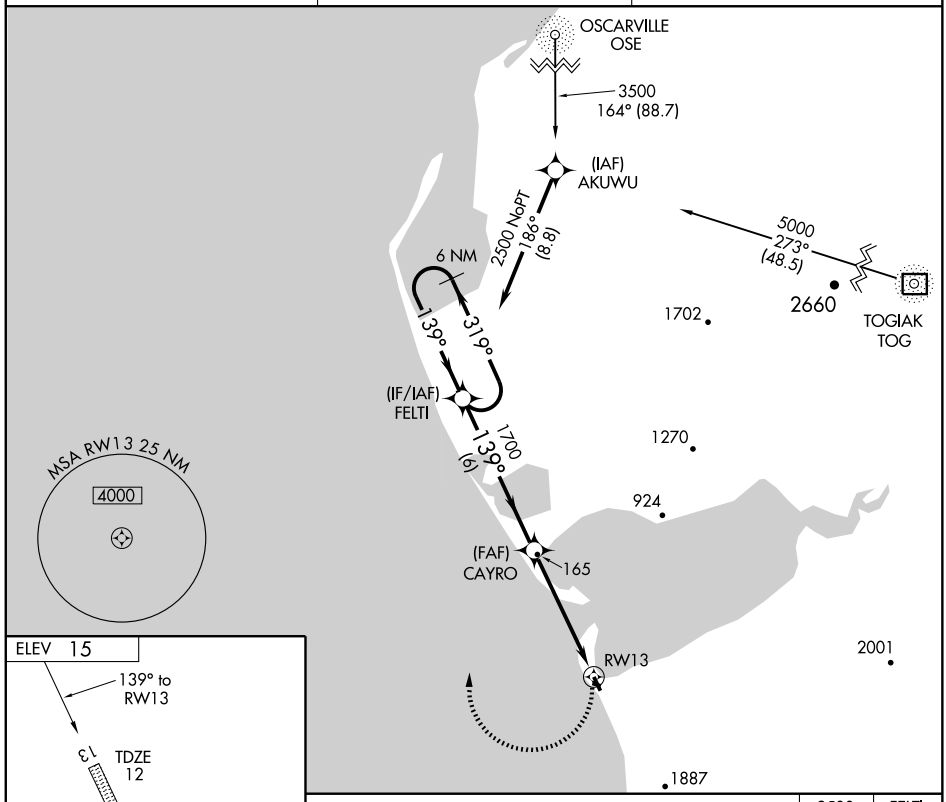
PLATINUM (PTU)(PAPM)

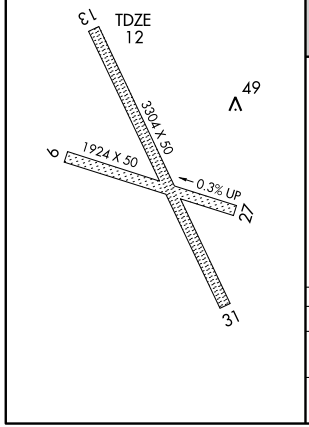
APP CRS	Rwy Idg	3304
139°	TDZE	12
	Apt Elev	15

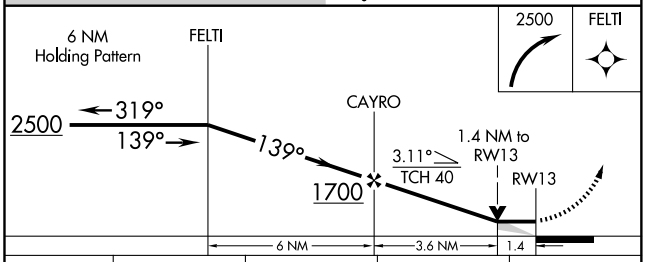
If local altimeter setting not received use Togiak altimeter setting and increase all MDAs 120 feet.
Procedure NA at night. DME/DME RNP- 0.3 NA.
VDP NA with Togiak altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct FELTI WP and hold.

AWOS-3	ANCHORAGE CENTER	UNICOM
118.375	124.2 251.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	480-1 468 (500-1)		480-1¼ 468 (500-1¼)	NA
CIRCLING	480-1 465 (500-1)		480-1½ 465 (500-1½)	NA

AK, 17 DEC 2009 to 11 FEB 2010

NDB PHO 221	APP CRS 018° M (201° G)	Rwy Idg 4000 TDZE 11 Apt Elev 12

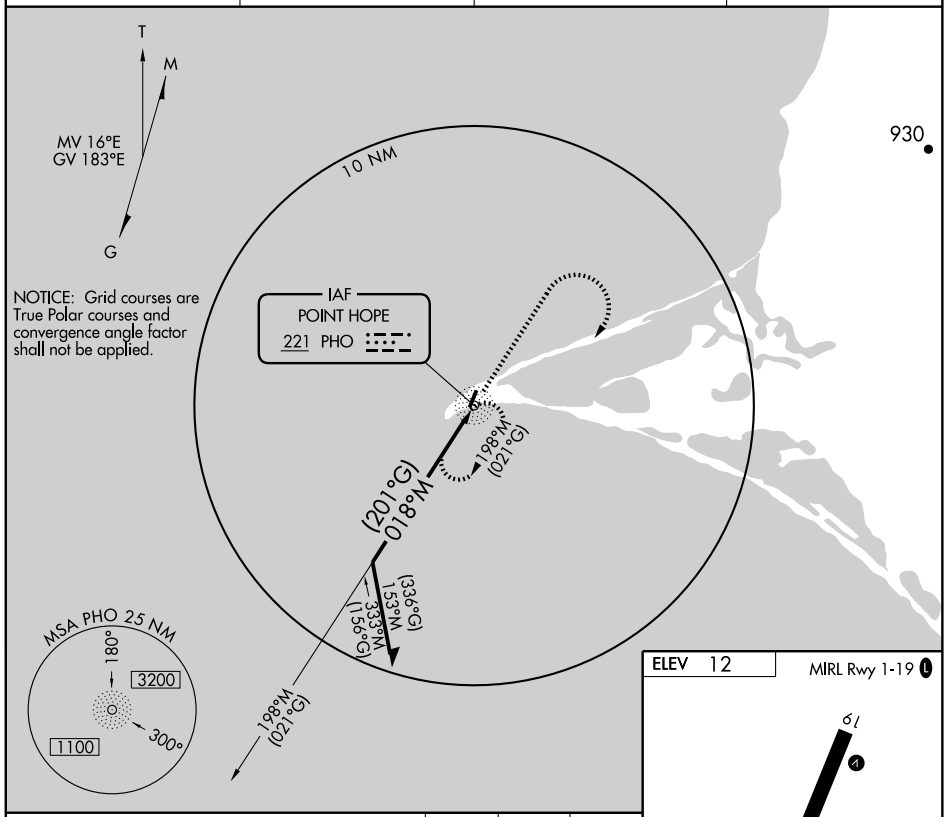
NDB RWY 1

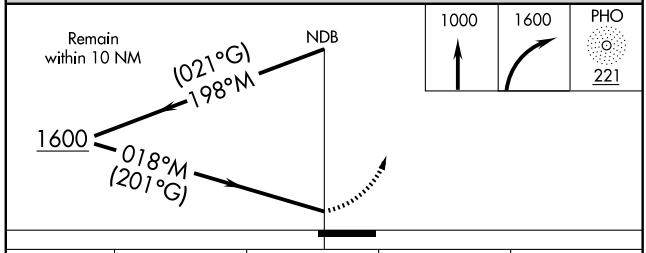
POINT HOPE (PHO) (PAPO)

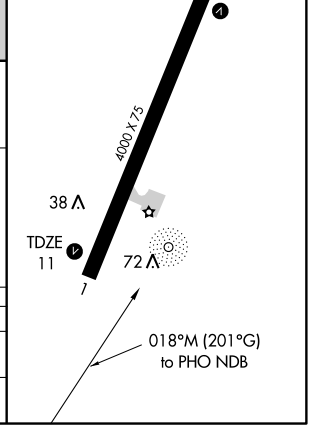
T
NA

MISSED APPROACH: Climb to 1000, then climbing right turn to 1600 direct PHO NDB and hold.

AWOS-3	ANCHORAGE CENTER	KOZTEBUE RADIO	CTAF
118.325	119.65 363.25	122.25	122.8 L







CATEGORY	A	B	C	D
S-1	440-1 429 (500-1)		440-1¼ 429 (500-1¼)	440-1½ 429 (500-1½)
CIRCLING	440-1 428 (500-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

NDB PHO 221	APP CRS 180° M (003° G)	Rwy Idg 4000 TDZE 12 Apt Elev 12

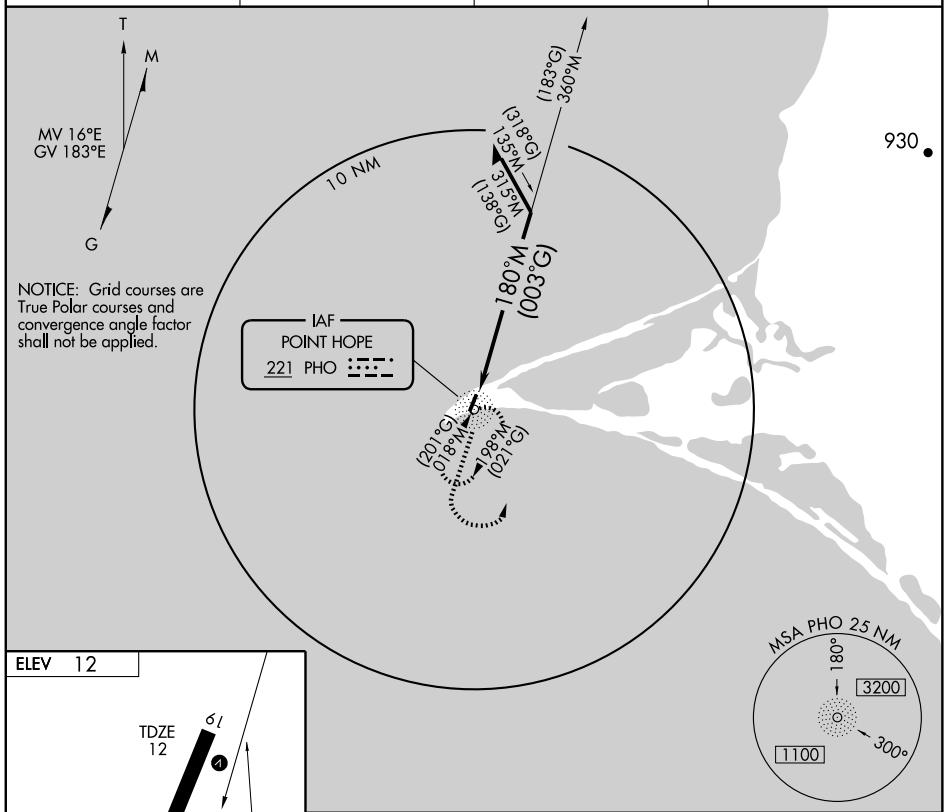
NDB RWY 19

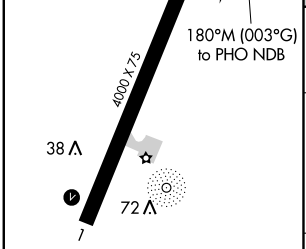
POINT HOPE (PHO) (PAPO)

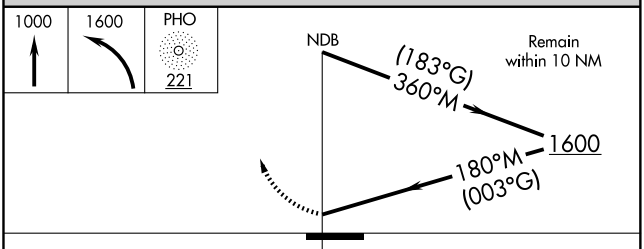
T
NA

MISSED APPROACH: Climb to 1000, then climbing left turn to 1600 direct PHO NDB and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
118.325	119.65 363.25	122.25	122.8 L







CATEGORY	A	B	C	D
S-19	440-1 428 (500-1)		440-1¼ 428 (500-1¼)	440-1½ 428 (500-1½)
CIRCLING	440-1 428 (500-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

MIRL Rwy 1-19 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4000
006°M (189°G)	TDZE	11
	Apt Elev	12

RNAV (GPS) RWY 1

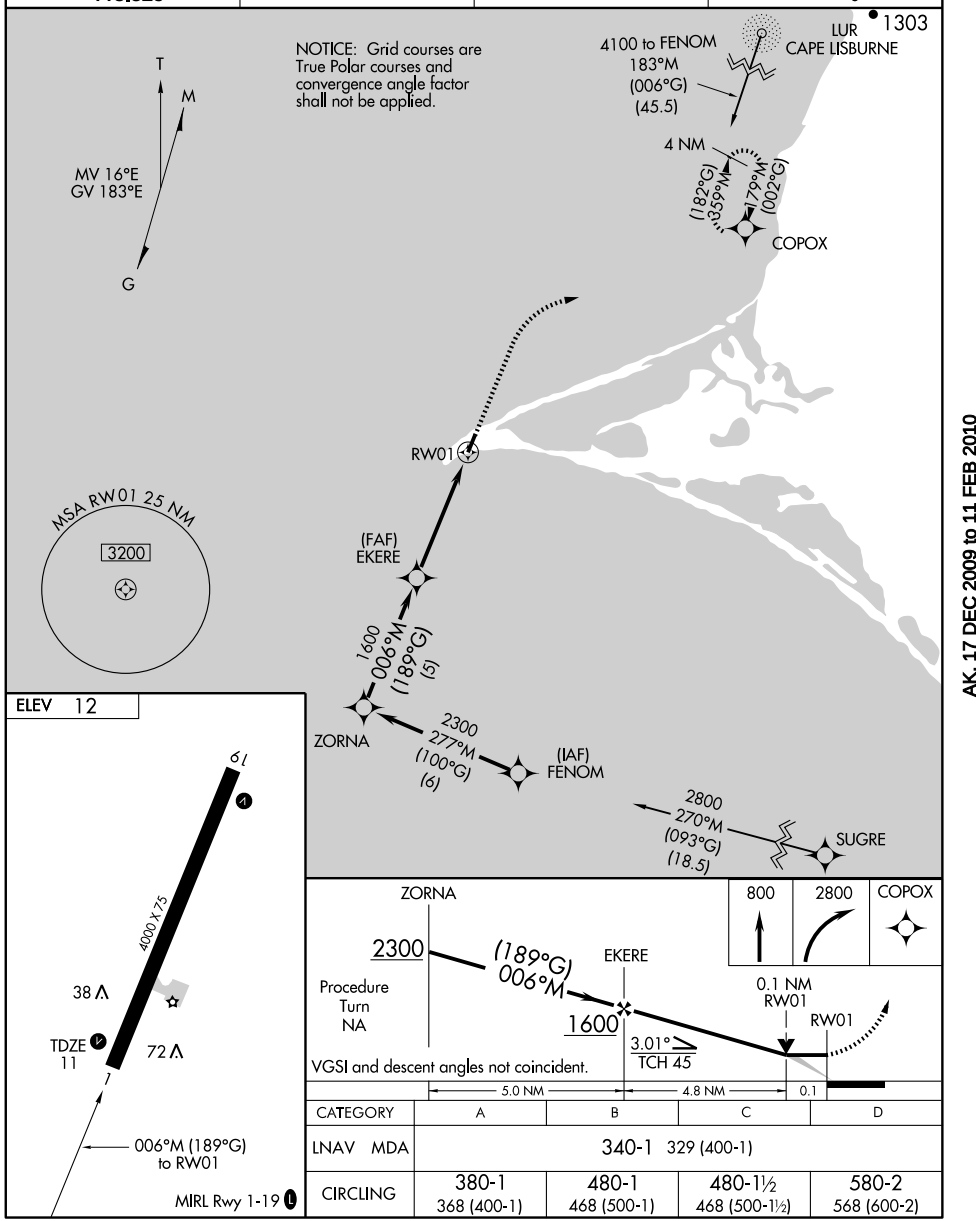
POINT HOPE (PHO) (PAPO)

NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 800, then climbing right turn to 2800 direct COPOX WP and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
118.325	119.65 363.25	122.25	122.8 L



CATEGORY	A	B	C	D
LNAV MDA	340-1 329 (400-1)			
CIRCLING	380-1 368 (400-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

POINT HOPE, ALASKA

AL-6685 (FAA)

APP CRS	Rwy Idg	4000
186°M (009°G)	TDZE	12
	Apt Elev	12

RNAV (GPS) RWY 19

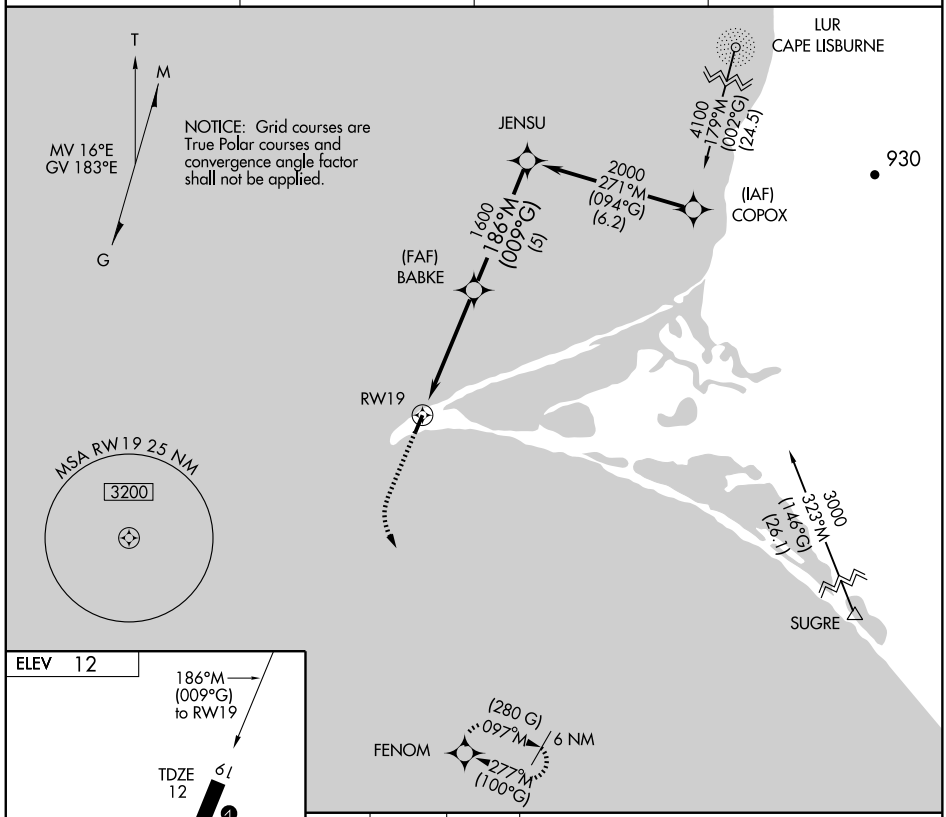
POINT HOPE (PHO) (PAPO)

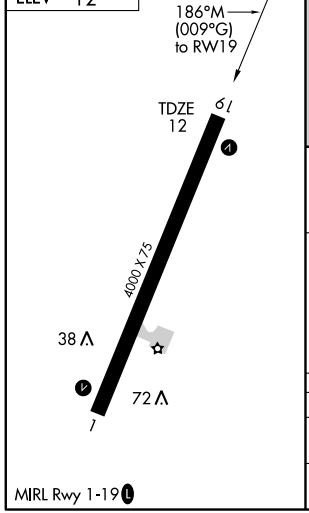
T A NA

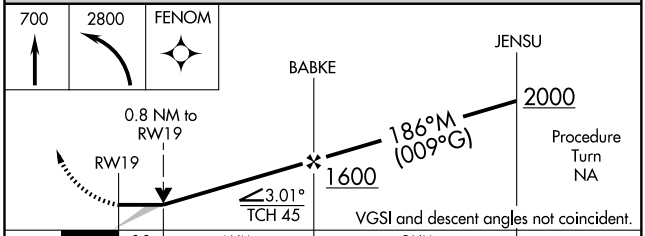
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 700, then climbing left turn to 2800 direct FENOM WP and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
118.325	119.65 363.25	122.25	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	300-1 288 (300-1)			
CIRCLING	380-1 368 (400-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

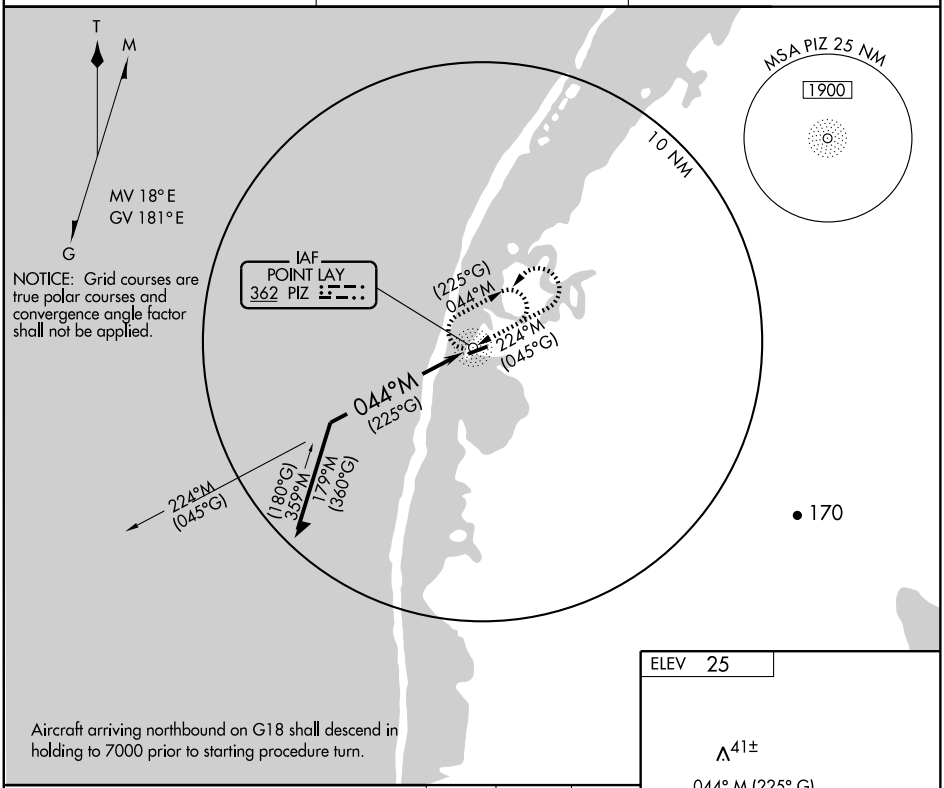
NDB PIZ 362	APP CRS 044° M (225° G)	Rwy Idg 4500 TDZE 25 Apt Elev 25

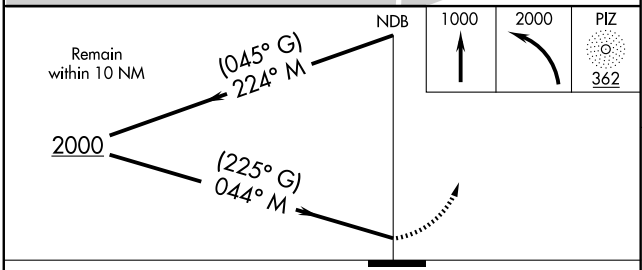
NDB RWY 5

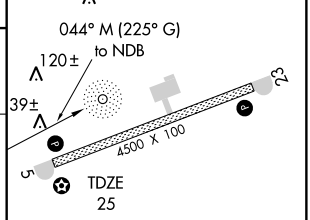
POINT LAY LRRS (PIZ) (PPIZ)

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct PIZ NDB and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.65	119.65 363.25	122.8 L







CATEGORY	A	B	C	D
S-5	520-1	495 (500-1)	520-1¼ 495 (500-1¼)	NA
CIRCLING	520-1	495 (500-1)	520-1½ 495 (500-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

AK. 17 DEC 2009 to 11 FEB 2010

POINT LAY, ALASKA

AL-2303 (FAA)

APP CRS	Rwy Idg	4500
053° M (231° G)	TDZE	22
	Apt Elev	25

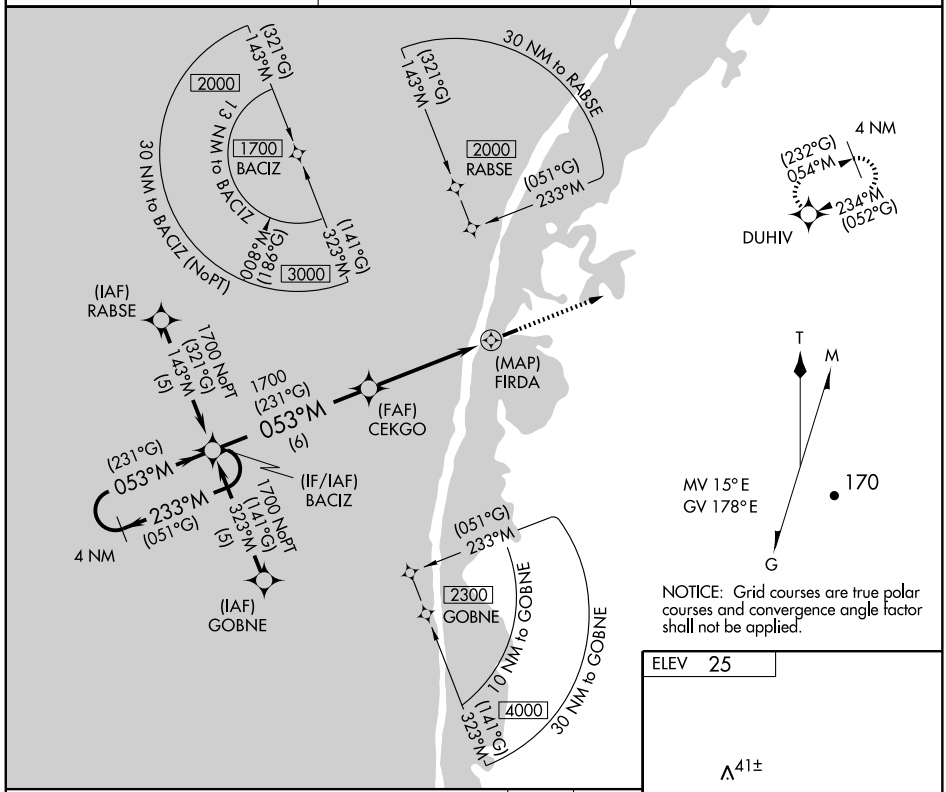
RNAV (GPS) RWY 5

POINT LAY LRRS (PIZ)(PPIZ)

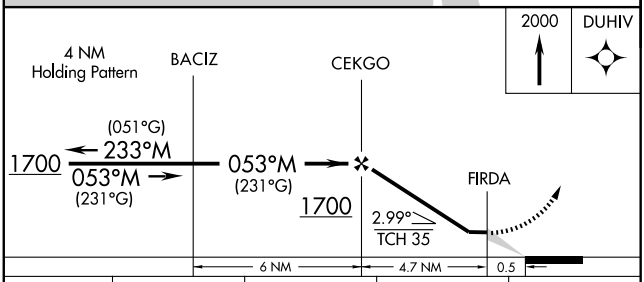
DME/DME RNP- 0.3 NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct DUHIV and hold.

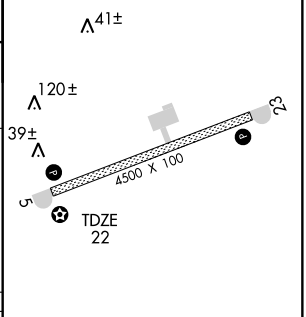
ASOS	ANCHORAGE CENTER	CTAF
135.65	119.65 363.25	122.8 L



NOTICE: Grid courses are true polar courses and convergence angle factor shall not be applied.



CATEGORY	A	B	C	D
LNAV MDA	340-1 318 (400-1)			NA
CIRCLING	400-1 375 (400-1)	480-1 455 (500-1)	480-1½ 455 (500-1½)	NA



MIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

AK, 17 DEC 2009 to 11 FEB 2010

POINT LAY, ALASKA

AL-2303 (FAA)

APP CRS	Rwy Idg	4500
234° M	TDZE	18
(052° G)	Apt Elev	25

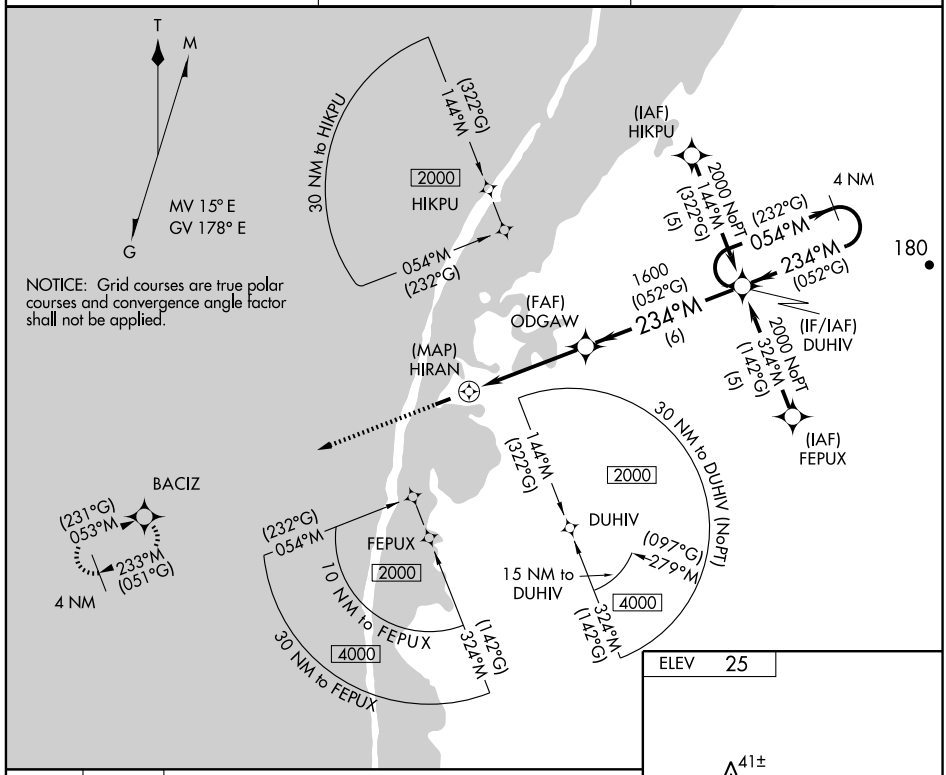
RNAV (GPS) RWY 23

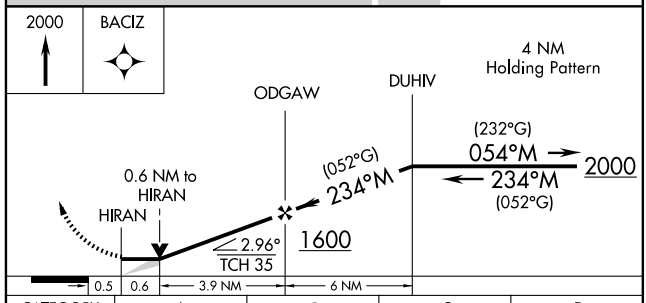
POINT LAY LRRS (PIZ)(PPIZ)

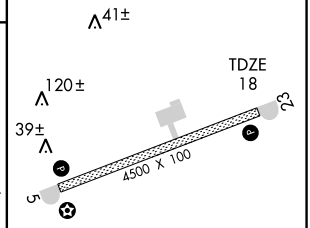
DME/DME RNP- 0.3 NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct BACIZ and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.65	119.65 363.25	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	400-1 382 (400-1)			NA
CIRCLING	400-1 375 (400-1)	480-1 455 (500-1)	480-1½ 455 (500-1½)	NA

MIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

AK. 17 DEC 2009 to 11 FEB 2010

NDB/DME PDN 371 Chan 32 (109.5)	APP CRS 052°	Rwy Idg 5000 TDZE 93 Apt Elev 95

NDB/DME RWY 5

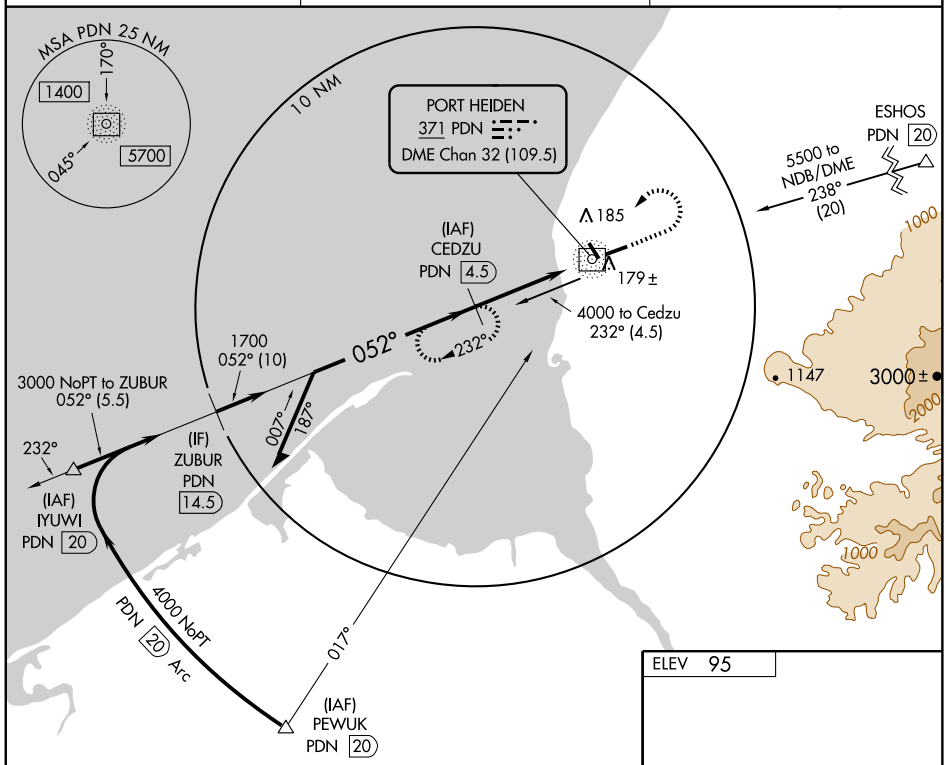
PORT HEIDEN (PTH)(PAPH)

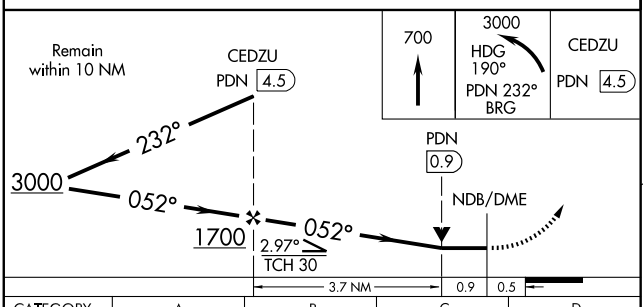
▼ If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet.

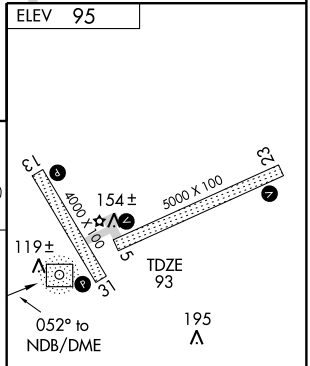
▲ NA VDP NA with Pilot Point altimeter setting.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 via heading 190° and PDN NDB bearing 232° to CEDZU/4.5 DME and hold, continue climb-in-hold to 3000.

AWOS-3	ANCHORAGE CENTER	CTAF
135.4	132.9 288.3	122.8 L







REIL Rwys 5, 13 and 31 L

MIRL Rwys 5-23 and 13-31 L

CATEGORY	A	B	C	D
S-5	540-1 447 (500-1)		540-1¼ 447 (500-1¼)	540-1½ 447 (500-1½)
CIRCLING	540-1 445 (500-1)	560-1 465 (500-1)	560-1½ 465 (500-1½)	660-2 565 (600-2)

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

NDB/DME PDN 371 Chan 32 (109.5)	APP CRS 143°	Rwy Idg 4000 TDZE 85 Apt Elev 95

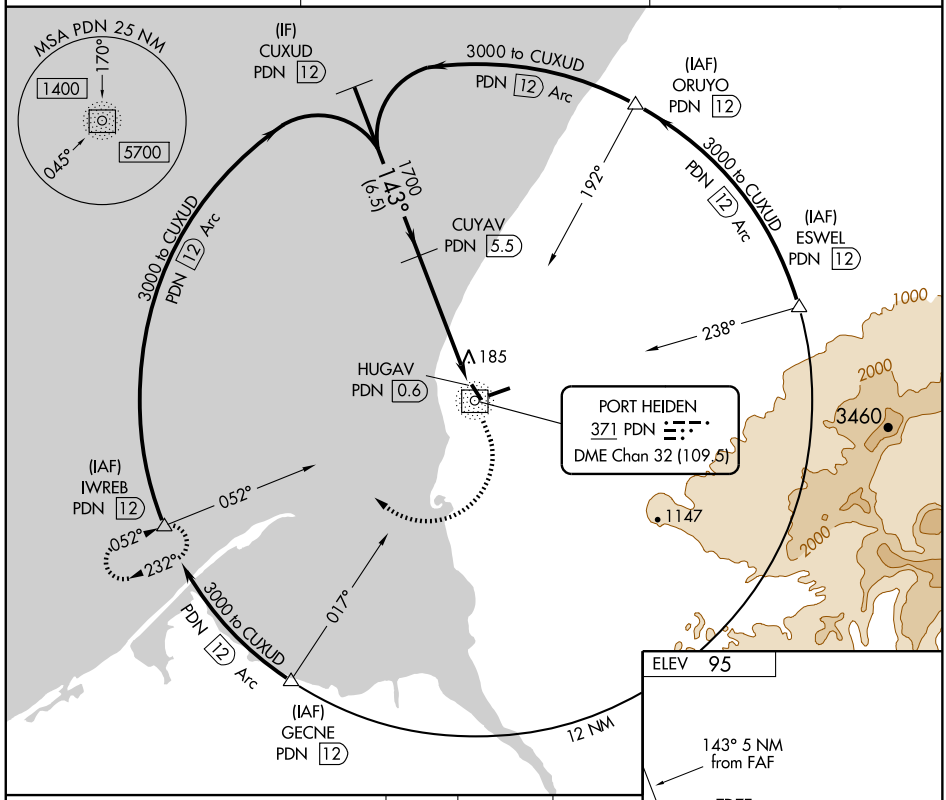
NDB/DME RWY 13

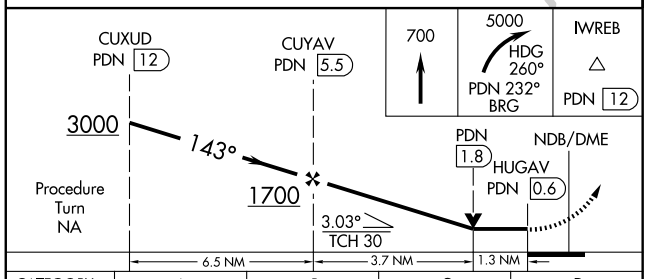
PORT HEIDEN (PTH)(PAPH)

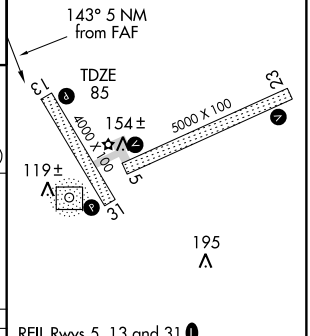
If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet. VDP NA when using Pilot Point altimeter setting.

MISSED APPROACH: Climb to 700 then climbing right turn to 5000 via heading 260° and PDN NDB/DME 232° bearing to IWREB/12 DME and hold, continue climb-in-hold to 5000.

AWOS-3	ANCHORAGE CENTER	CTAF
135.4	132.9 288.3	122.8 L







REIL Rwys 5, 13 and 31 L
MIRL Rwys 5-23 and 13-31 L

CATEGORY	A	B	C	D
S-13	500-1 415 (500-1)		500-1¼ 415 (500-1¼)	
CIRCLING	500-1 405 (500-1)	560-1 465 (500-1)	560-1½ 465 (500-1½)	660-2 565 (600-2)

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

PORT HEIDEN, ALASKA

AL-1240 (FAA)

APP CRS	Rwy Idg	5000
054°	TDZE	93
	Apt Elev	95

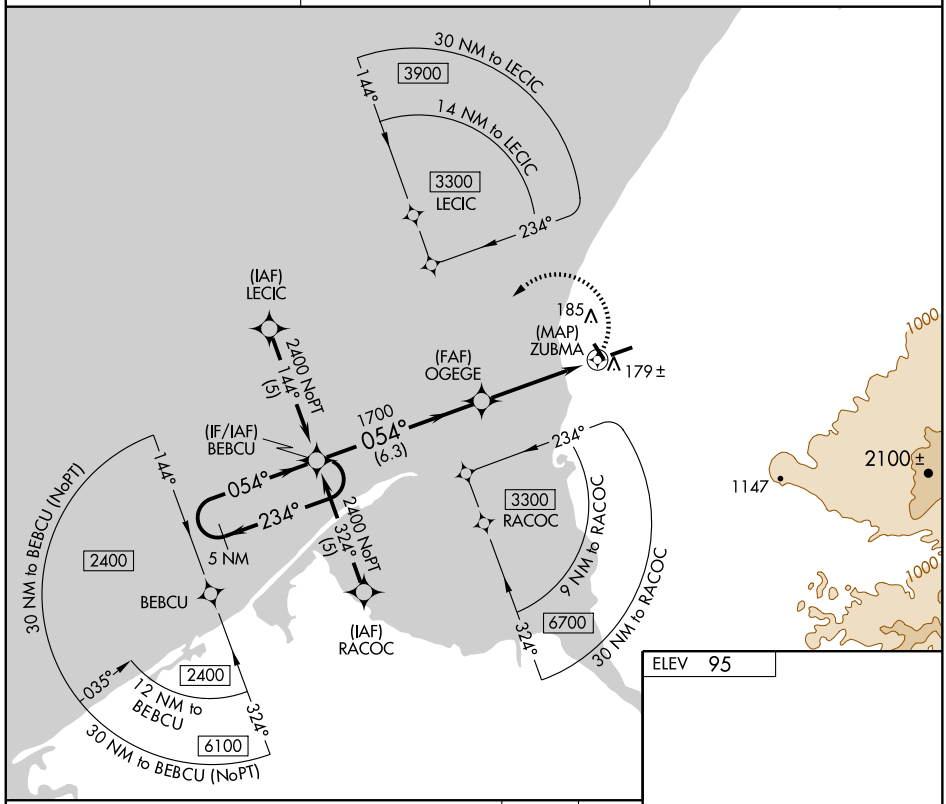
RNAV (GPS) RWY 5

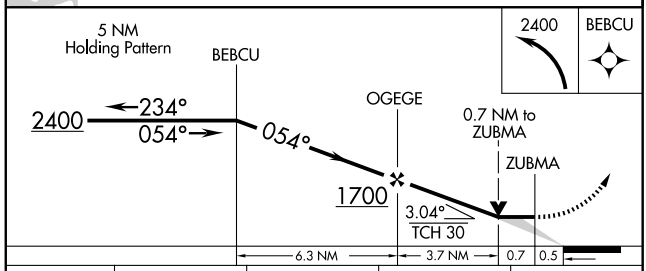
PORT HEIDEN (PTH)(PAPH)

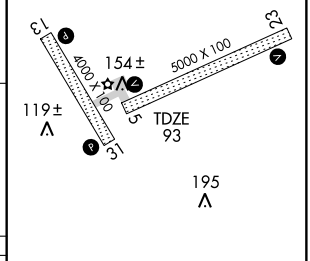
If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet. VDP NA with Pilot Point altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2400 direct BEBCU and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.4	132.9 288.3	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	500-1 407 (500-1)		500-1¼ 407 (500-1¼)	
CIRCLING	500-1 405 (500-1)	560-1 465 (500-1)	560-1½ 465 (500-1½)	660-2 565 (600-2)

REIL Rwys 5, 13 and 31 L

MIRL Rwys 5-23 and 13-31 L

AK, 17 DEC 2009 to 11 FEB 2010

PORT HEIDEN, ALASKA

AL-1240 (FAA)

APP CRS	Rwy Idg	4000
131°	TDZE	85
	Apt Elev	95

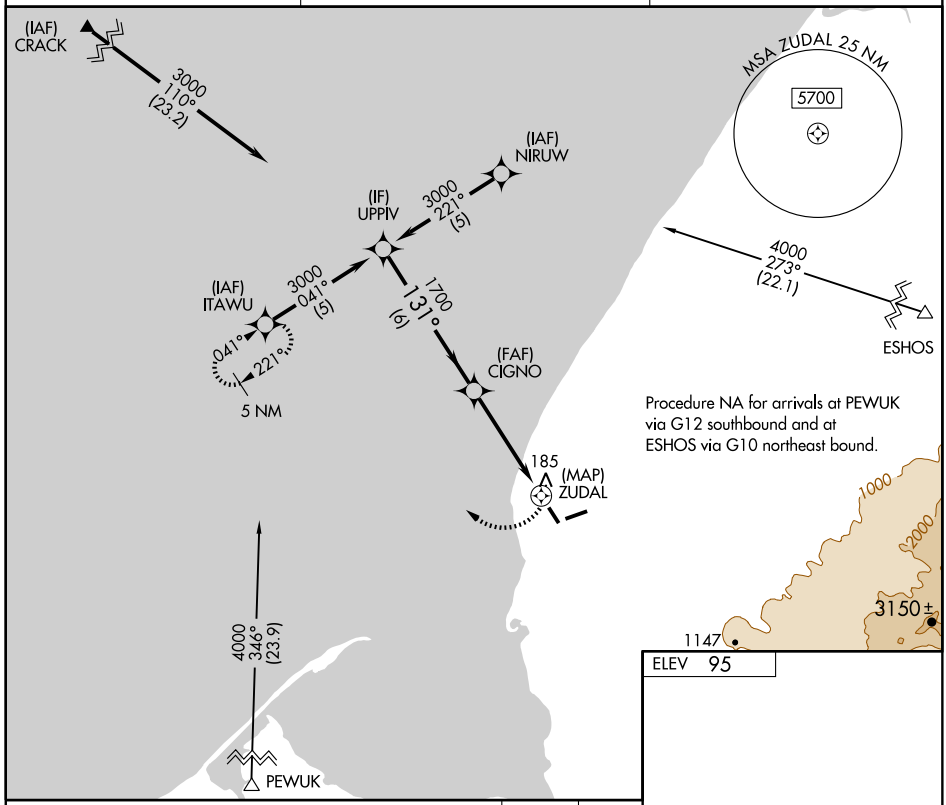
RNAV (GPS) RWY 13

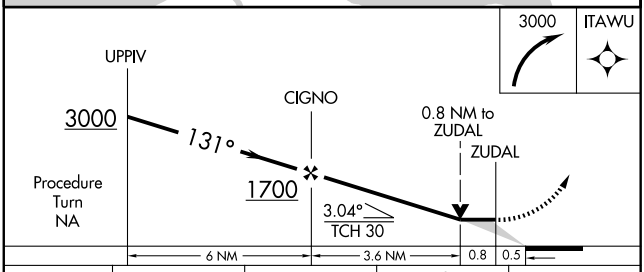
PORT HEIDEN (PTH)(PAPH)

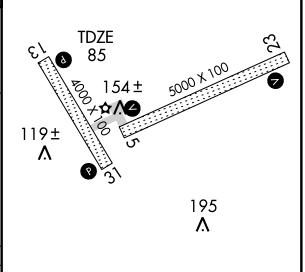
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet. VDP NA with Pilot Point altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct ITAWU and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.4	132.9 288.3	122.8 (L)







CATEGORY	A	B	C	D
LNAV MDA	500-1 415 (500-1)		500-1¼ 415 (500-1¼)	
CIRCLING	500-1 405 (500-1)	560-1 465 (500-1)	560-1½ 465 (500-1½)	660-2 565 (600-2)

REIL Rwys 5, 13 and 31 (L)

MIRL Rwys 5-23 and 13-31 (L)

AK, 17 DEC 2009 to 11 FEB 2010

WAAS CH 99311 W12A	APP CRS 120°	Rwy Idg 4000 TDZE 42 Apt Elev 42

RNAV (GPS) RWY 12

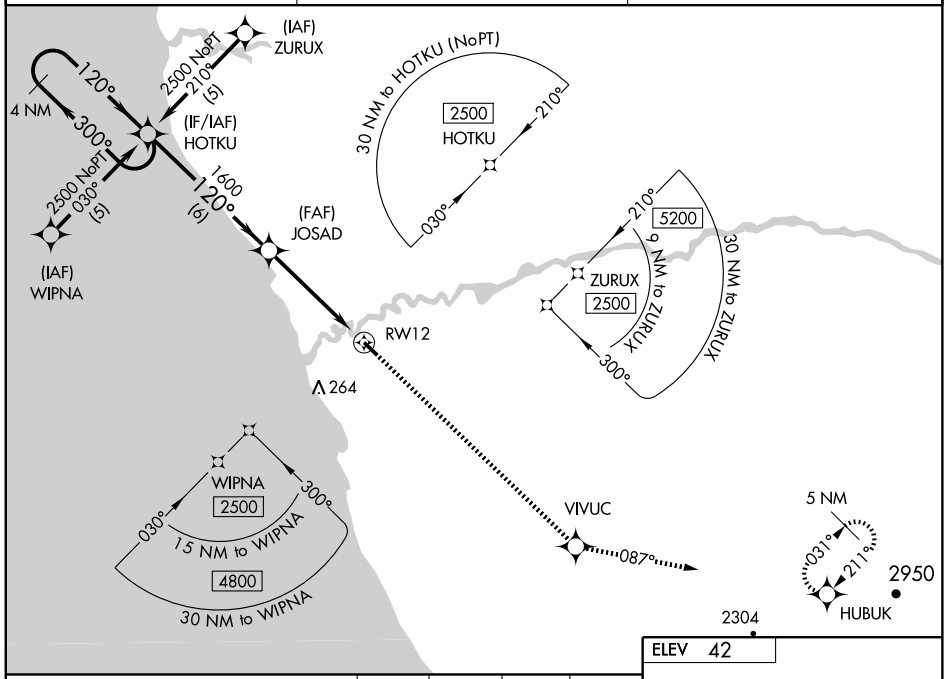
QUINHAGAK (AQH) (PAQH)

T
NA
W

Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Use Platinum altimeter setting.

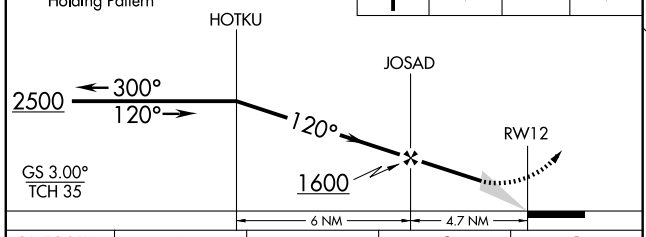
MISSED APPROACH: Climb to 4500 direct VIVUC and via 087° track to HUBUK and hold, continue climb-in-hold to 4500.

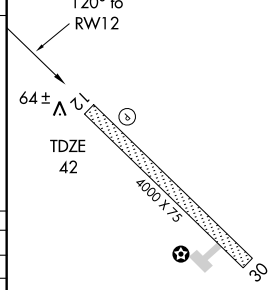
PLATINUM AWOS-3	BETHEL RADIO	UNICOM
118.375	122.1	122.8 (CTAF) L



ELEV 42

4500	VIVUC	087° trk	HUBUK





CATEGORY	A	B	C	D
LPV DA	687-2¼ 645 (700-2¼)			
LNAV/VNAV DA	729-2½ 687 (700-2½)			
LNAV MDA	880-1 838 (900-1)	880-1¼ 838 (900-1¼)	880-2½ 838 (900-2½)	880-2¾ 838 (900-2¾)
CIRCLING	880-1 838 (900-1)	880-1¼ 838 (900-1¼)	880-2½ 838 (900-2½)	880-2¾ 838 (900-2¾)

MIRL Rwy 12-30 L

AK, 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 30

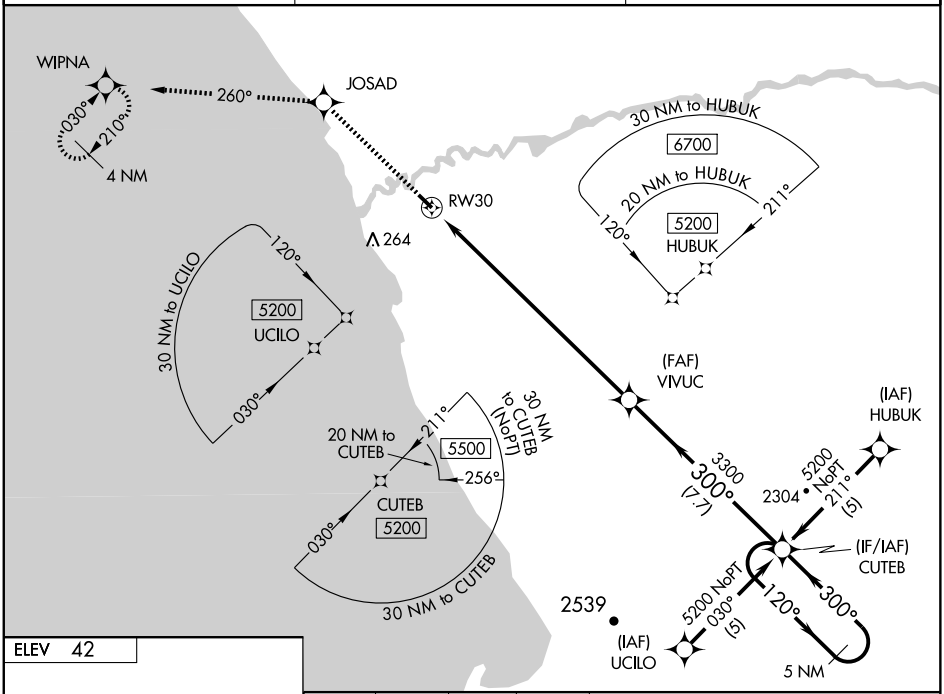
QUINHAGAK (AQH) (PAQH)

WAAS CH 58310 W30A	APP CRS 300°	Rwy Idg 4000 TDZE 42 Apt Elev 42

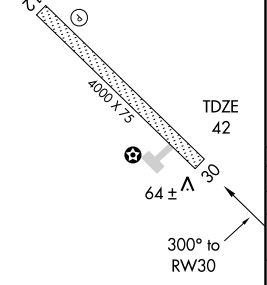
T
NA Baro-VNAV NA.
W DME/DME RNP-0.3 NA.
Use Platinum altimeter setting.

MISSED APPROACH: Climb to 2500 direct JOSAD and via 260° track to WIPNA and hold.

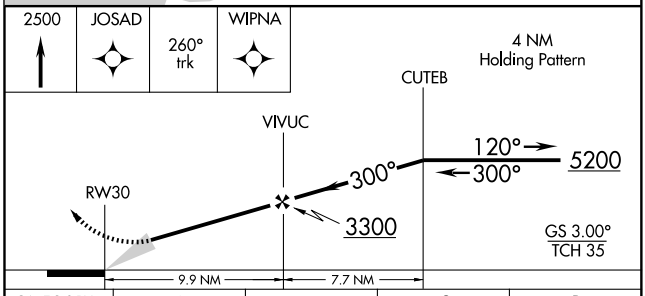
PLATINUM AWOS-3	BETHEL RADIO	UNICOM
118.375	122.1	122.8 (CTAF) L



ELEV 42

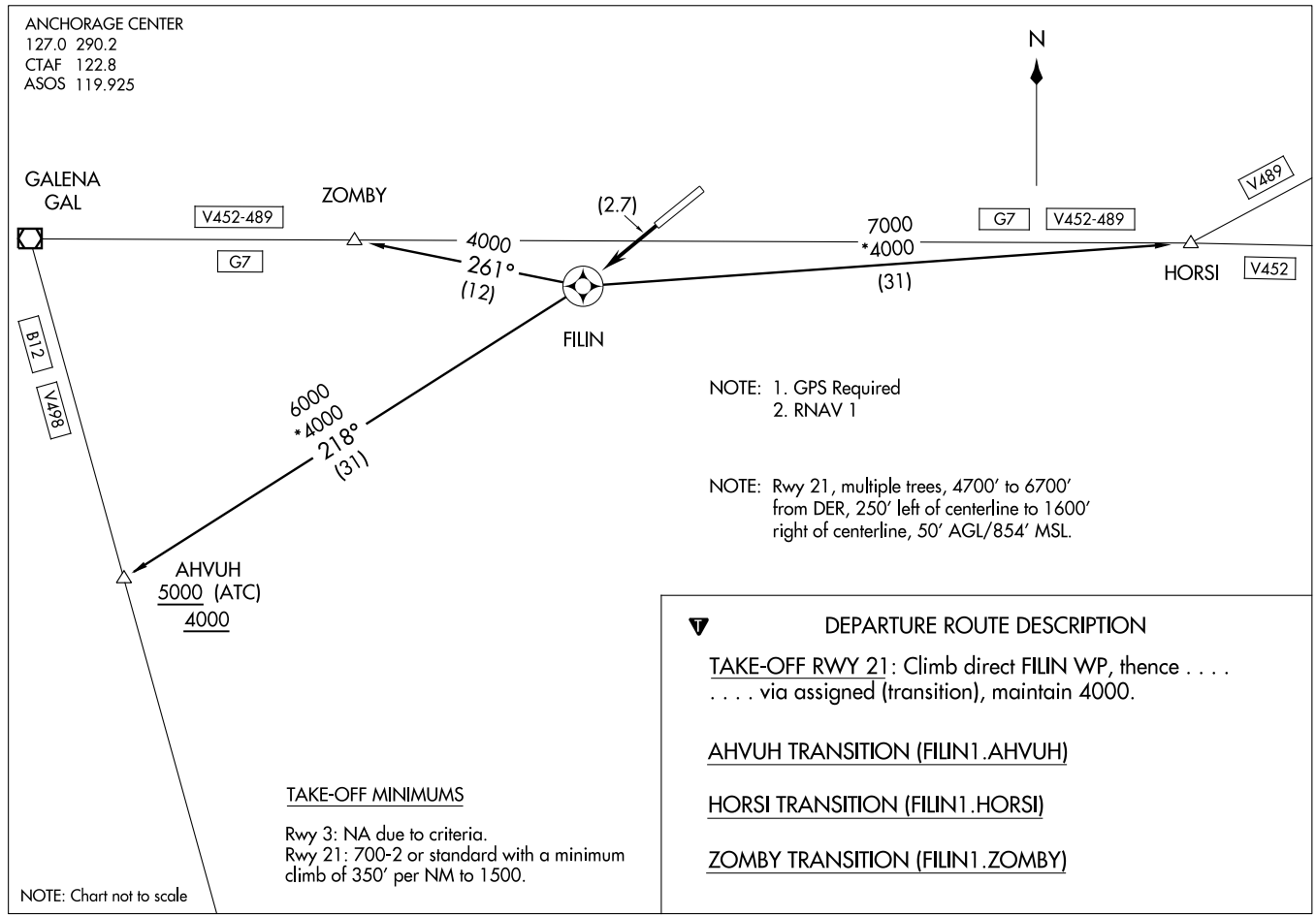


MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	687-2¼ 645 (700-2¼)			
LNAV/VNAV DA	729-2½ 687 (700-2½)			
LNAV MDA	1100-1¼ 1058 (1100-1¼)	1100-1½ 1058 (1100-1½)	1100-3 1058 (1100-3)	
CIRCLING	1100-1¼ 1058 (1100-1¼)	1100-1½ 1058 (1100-1½)	1100-3 1058 (1100-3)	

AK. 17 DEC 2009 to 11 FEB 2010



FILIN ONE DEPARTURE (RNAV)

(FILIN1.FILIN) 09183

SL-10166 (FAA)

RUBY (RBY)(PARY)

RUBY, ALASKA

RNAV (GPS) RWY 3

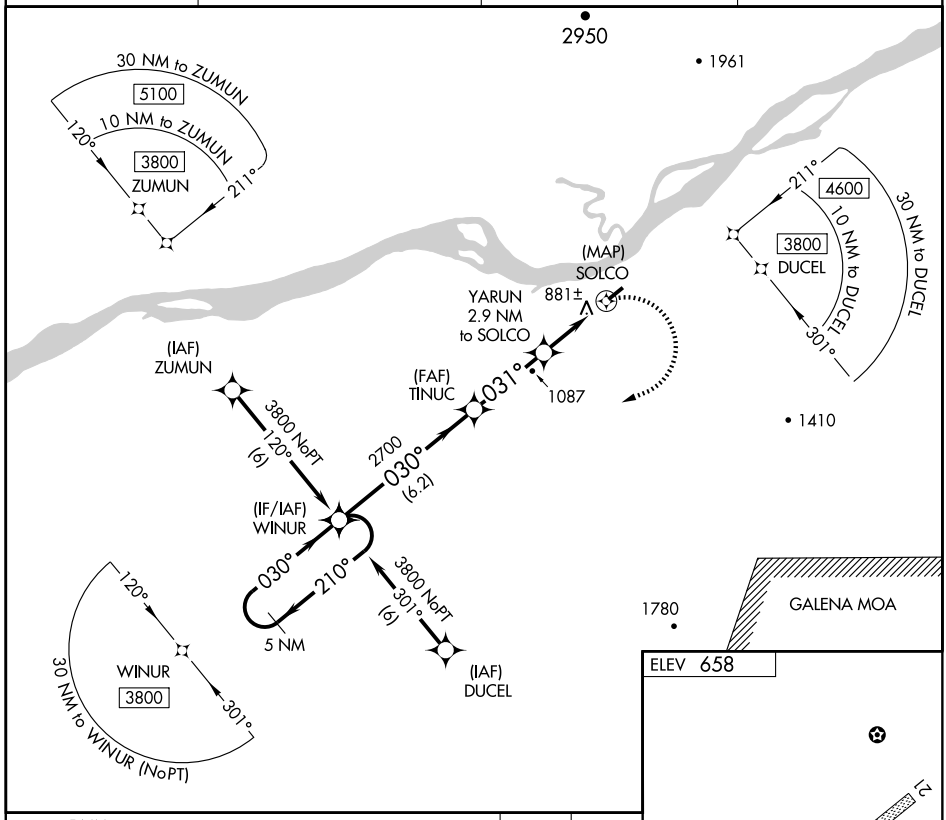
RUBY (RBY) (PARY)

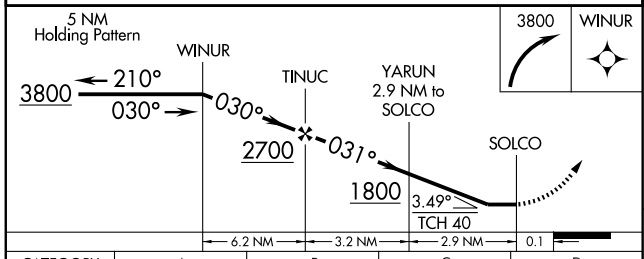
APP CRS	Rwy Idg	4000
031°	TDZE	648
	Apt Elev	658

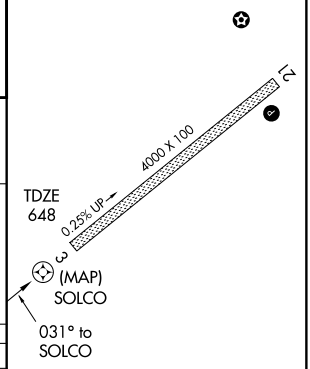
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Galena altimeter setting and increase all MDAs 340 feet.

MISSED APPROACH: Climbing right turn to 3800 direct WINUR and hold.

ASOS	ANCHORAGE CENTER	RUBY RADIO	CTAF
119.925	127.0 290.2	122.25	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	1260-1 612 (700-1)		1260-1¾ 612 (700-1¾)	NA
CIRCLING	1260-1 602 (700-1)		1260-1¾ 602 (700-1¾)	NA

AK. 17 DEC 2009 to 11 FEB 2010

WAAS CH 77807 W21A	APP CRS 211°	Rwy Idg 4000 TDZE 658 Apt Elev 658

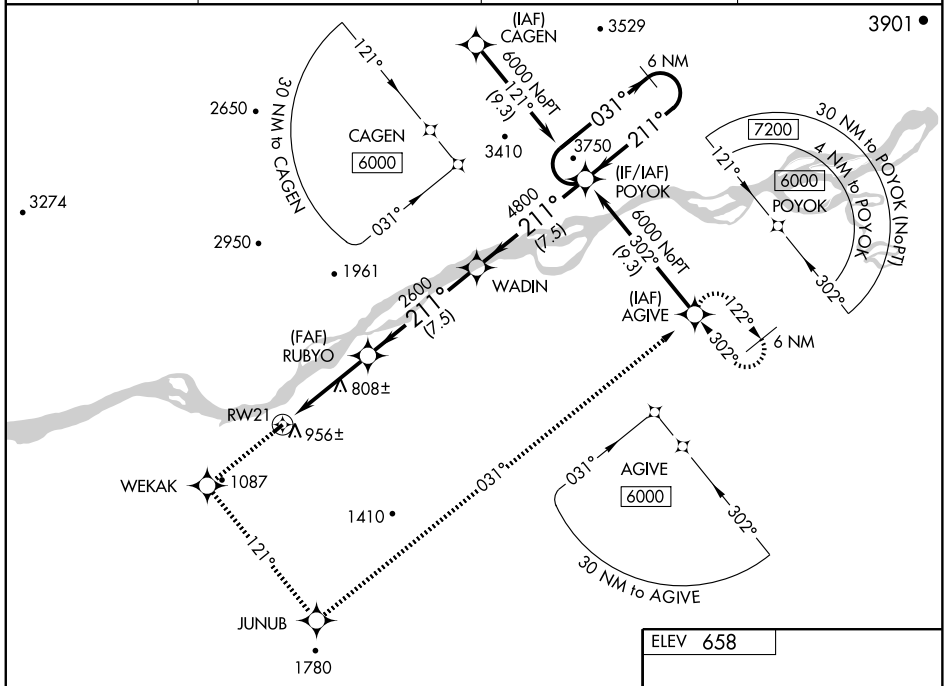
RNAV (GPS) RWY 21

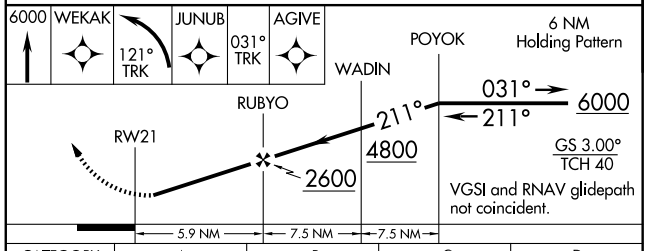
RUBY (RBY) (PARY)

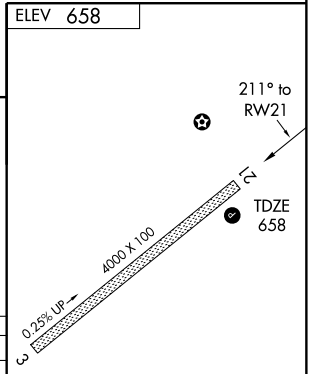
Baro-VNAV NA when using Galena altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Galena altimeter setting and increase all DA/MDA 340 feet; increase LPV visibility all Cats and LNAV Cat C 1¼ mile, LNAV/ VNAV all Cats visibility 2 miles, LNAV Cats A/B and circling Cats A/B visibility ¼ mile, circling Cat C visibility 1 mile.

MISSED APPROACH: Climb to 6000 direct WEKAK and left turn via 121° track to JUNUB and via 031° track to AGIVE and hold.

ASOS	ANCHORAGE CENTER	RUBY RADIO	CTAF
119.925	127.0 290.2	122.25	122.8 L





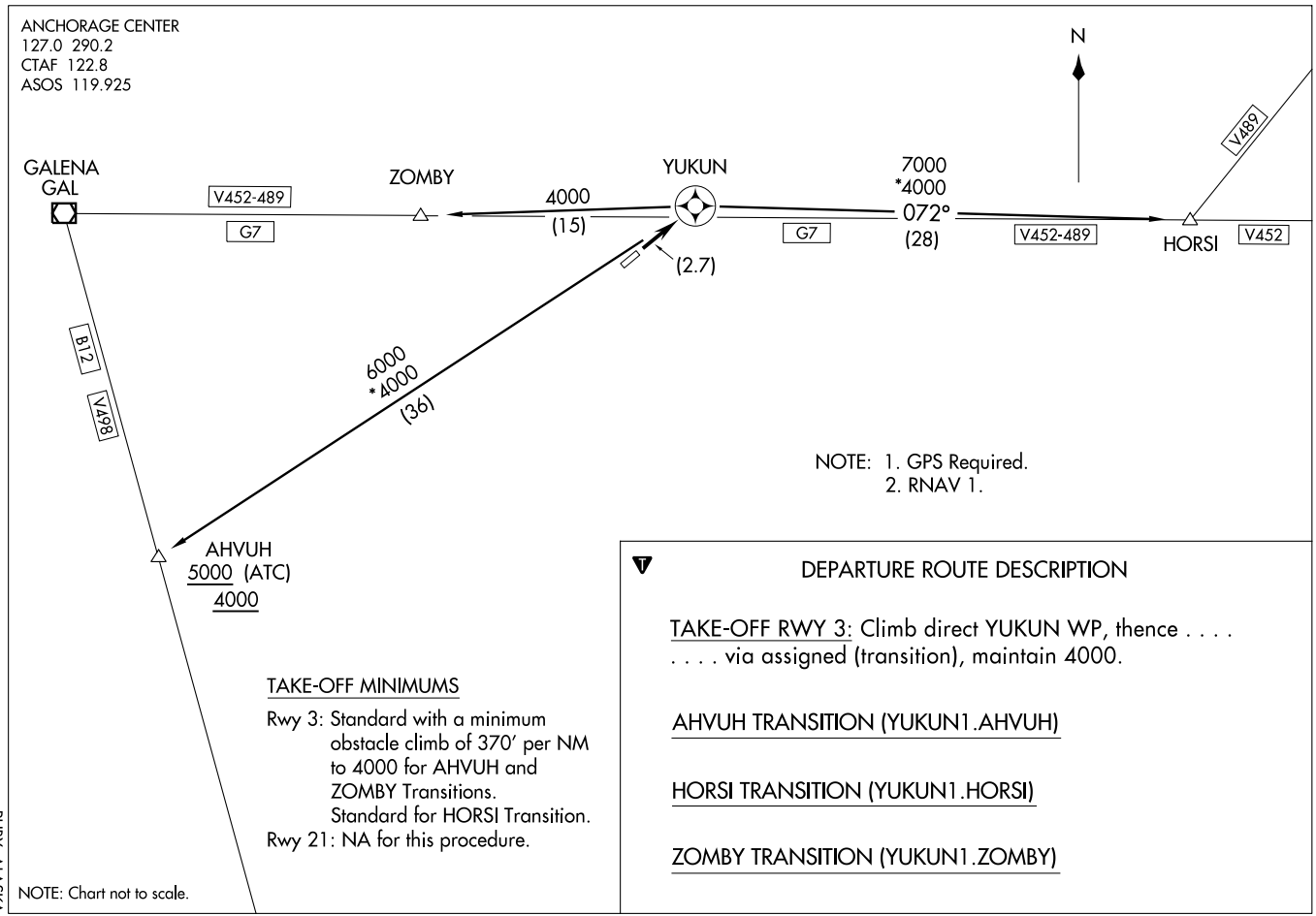


CATEGORY	A	B	C	D
LPV DA	919-1 261 (300-1)			NA
LNAV/ VNAV DA	1199-2 541 (600-2)			NA
LNAV MDA	1220-1 562 (600-1)		1220-1½ 562 (600-1½)	NA
CIRCLING	1260-1 602 (700-1)		1260-1¾ 602 (700-1¾)	NA

REIL Rwy 21 L

MIRL Rwy 03-21 L

AK. 17 DEC 2009 to 11 FEB 2010


ANCHORAGE CENTER
127.0 290.2
CTAF 122.8
ASOS 119.925
N
GALENA
GAL
V452-489
G7
ZOMBY
4000
(15)
YUKUN
7000
*4000
072°
(28)
G7
V452-489
HORSI
V452
V489
(2.7)
B12
V498
6000
*4000
(36)
AHVUH
5000 (ATC)
4000
NOTE: 1. GPS Required.
2. RNAV 1.
TAKE-OFF MINIMUMS
Rwy 3: Standard with a minimum obstacle climb of 370' per NM to 4000 for AHVUH and ZOMBY Transitions.
Standard for HORSI Transition.
Rwy 21: NA for this procedure.
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
TAKE-OFF RWY 3: Climb direct YUKUN WP, thence . . . .
. . . . via assigned (transition), maintain 4000.
AHVUH TRANSITION (YUKUN1.AHVUH)
HORSI TRANSITION (YUKUN1.HORSI)
ZOMBY TRANSITION (YUKUN1.ZOMBY)

SL-10166 (FAA)

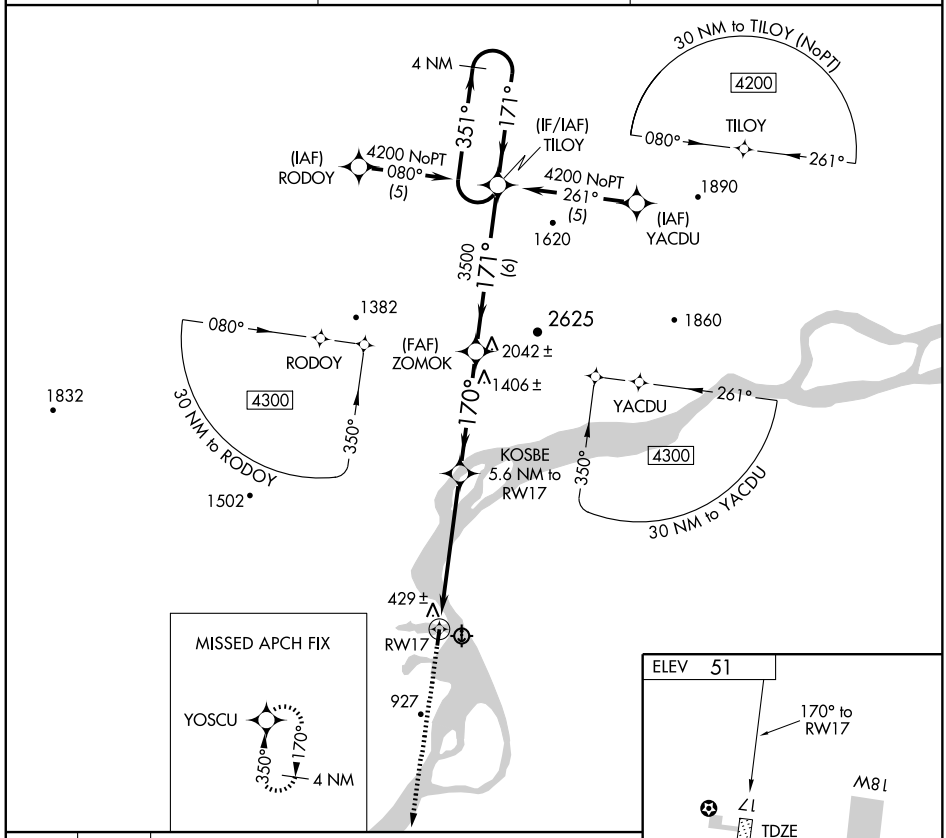
APP CRS	Rwy Idg	3600
170°	TDZE	51
	Apt Elev	51

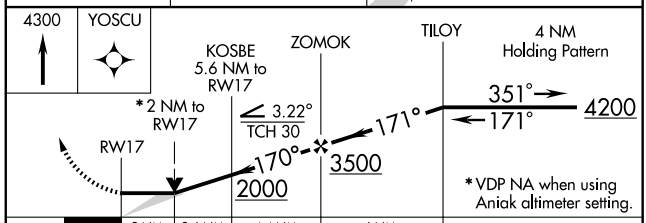
RNAV (GPS) RWY 17
RUSSIAN MISSION (RSH) (PARS)

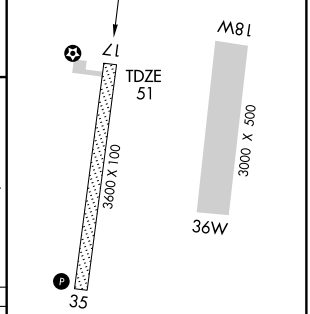
DME/DME RNP-0.3 NA.
Circling Rwy 35 NA at night. If local altimeter not received, use Aniak altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 4300 direct YOSCU and hold.

ASOS	ANCHORAGE CENTER	CTAF
118.375	118.15 251.05	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	760-1 709 (800-1)	760-1¼ 709 (800-1¼)	NA	
CIRCLING	760-1 709 (800-1)	760-1¼ 709 (800-1¼)	NA	

REIL Rwy 17-35 L
MIRL Rwy 17-35 L

AK, 17 DEC 2009 to 11 FEB 2010

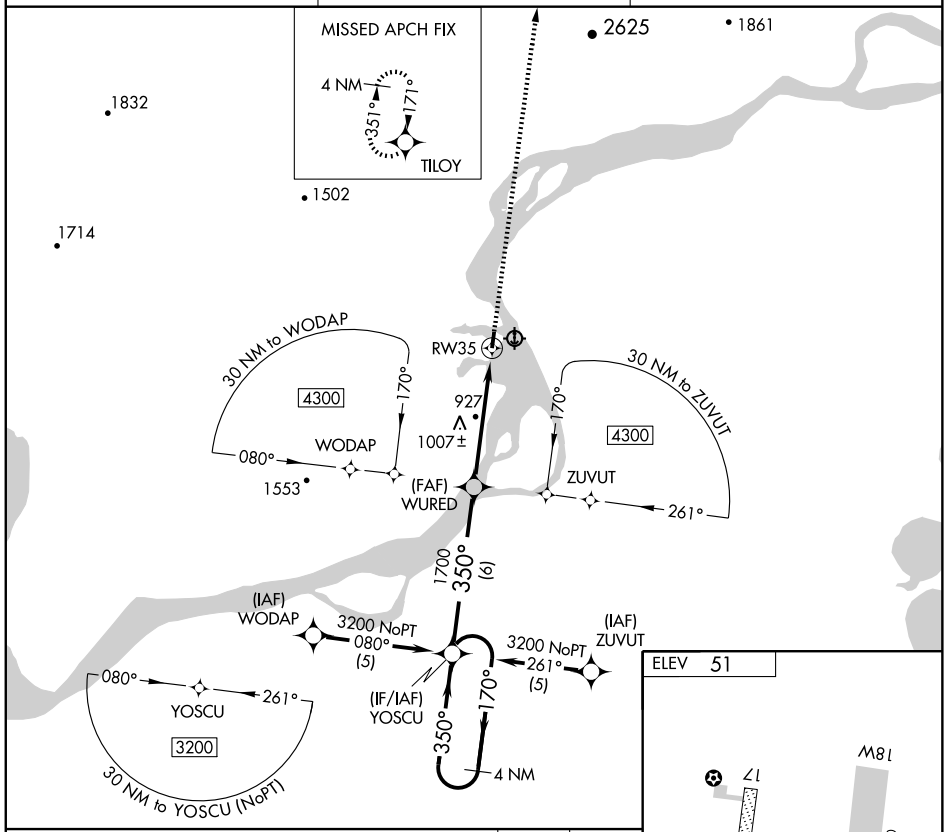
APP CRS	Rwy Idg	3600
350°	TDZE	51
	Apt Elev	51

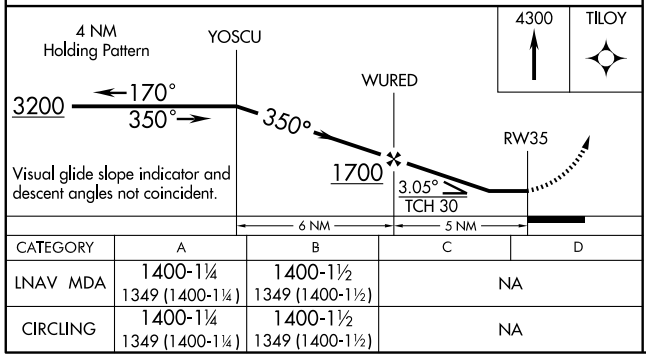
RNAV (GPS) RWY 35
RUSSIAN MISSION (RSH)(PARS)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-In/Circling Rwy 35 procedure NA at night. If local altimeter setting not received, use Aniak altimeter setting and increase all MDAs 140 feet.

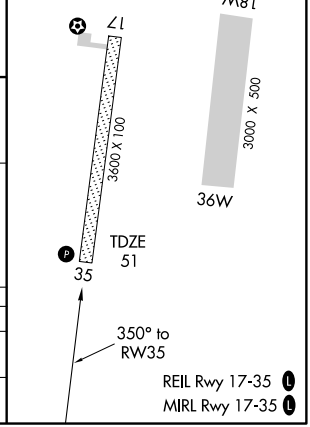
MISSED APPROACH: Climb to 4300 direct TILOY and hold.

ASOS	ANCHORAGE CENTER	CTAF
118.375	118.15 251.05	122.9 L





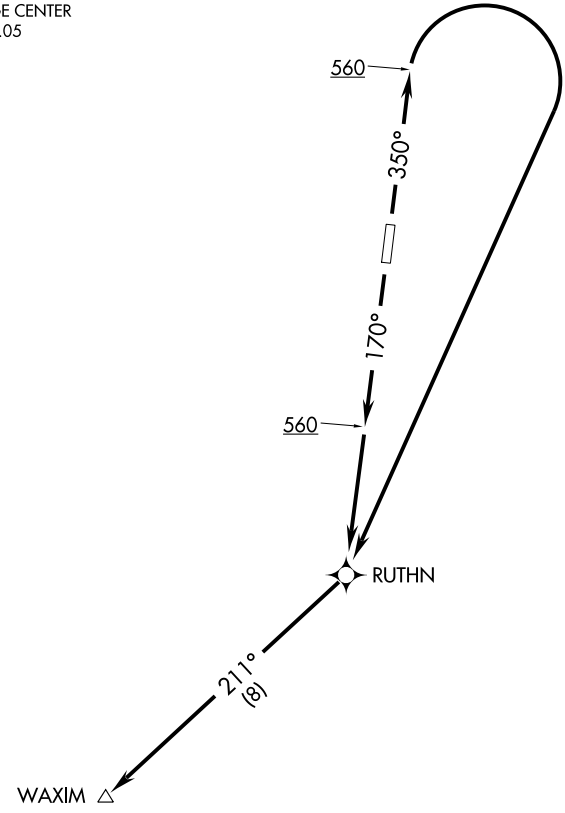
CATEGORY	A	B	C	D
LNAV MDA	1400-1¼ 1349 (1400-1¼)	1400-1½ 1349 (1400-1½)	NA	
CIRCLING	1400-1¼ 1349 (1400-1¼)	1400-1½ 1349 (1400-1½)	NA	



AK, 17 DEC 2009 to 11 FEB 2010

WAXIM ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
118.15 251.05
CTAF 122.9



TAKE-OFF MINIMUMS
Rwy 17: 500-2 with a minimum climb of 430′ per NM to 1400.
Rwy 35: 500-2.

TAKE-OFF OBSTACLE NOTES
Rwy 17: Multiple trees beginning 1193′ from DER, 808′ right of centerline, up to 80′ AGL/279′ MSL.
Rwy 35: Multiple trees beginning 2116′ from DER, 907′ left of centerline, up to 80′ AGL/329′ MSL.

NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb heading 170° to 560, then direct RUTHN, then via depicted route to WAXIM, thence . . .
TAKE-OFF RUNWAY 35: Climb heading 350° to 560, then right turn direct RUTHN, then via depicted route to WAXIM, thence . . .
. . . maintain 6000 or higher ATC assigned altitude.

NDB/DME HBT 390 Chan 79 (113.2)	APP CRS 129°	Rwy Idg 4099 TDZE 21 Apt Elev 21

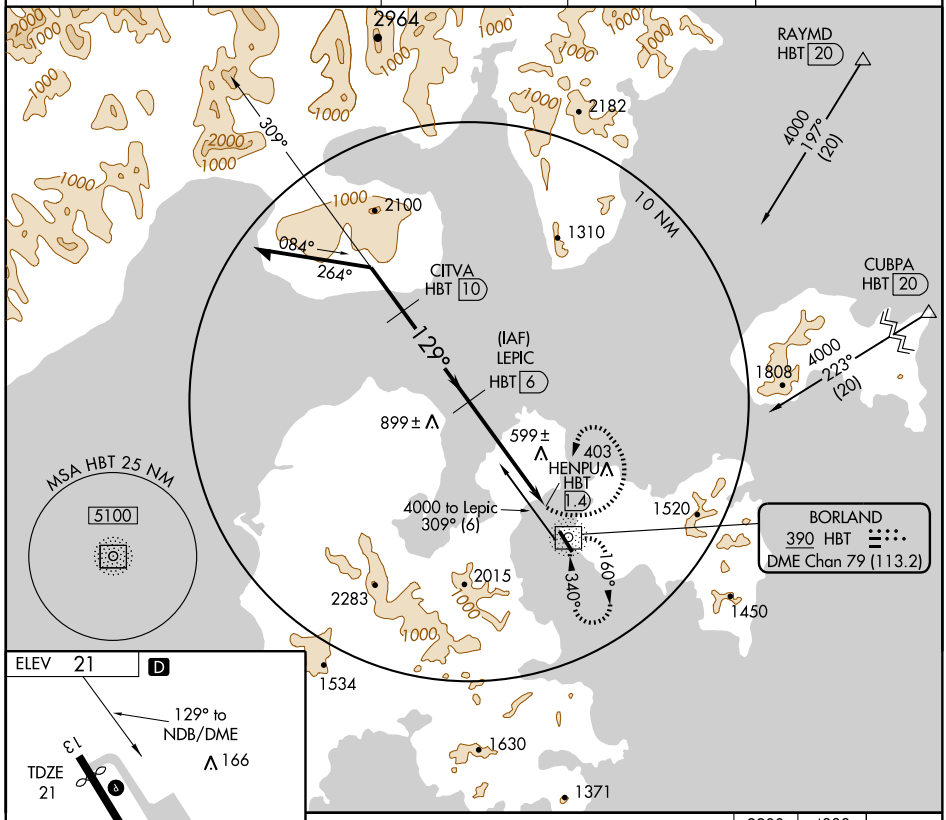
NDB/DME RWY 13

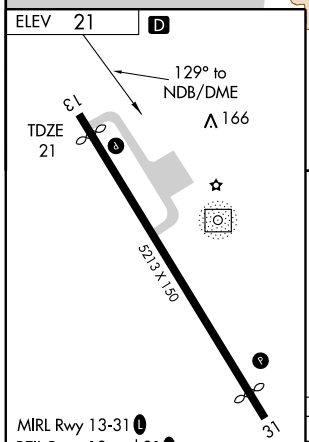
SAND POINT (SDP) (PASD)

Circling not authorized northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

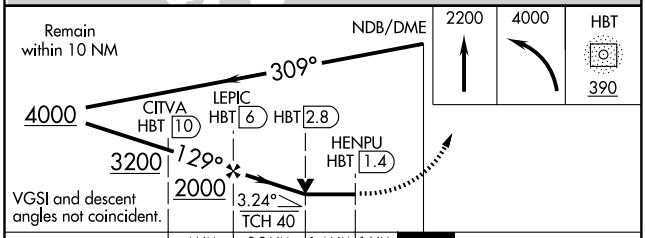
MISSED APPROACH: Climb to 2200, then climbing left turn to 4000 direct HBT NDB/DME and hold, continue climb-in-hold to 4000.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	UNICOM	CTAF
134.85	125.35 346.3	122.3	122.8	122.3 (L)





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-13	980-1¼ 959 (1000-1¼)	980-1½ 959 (1000-1½)	980-3	959 (1000-3)
CIRCLING	980-1¼ 959 (1000-1¼)	980-1½ 959 (1000-1½)	980-3	959 (1000-3)

AK, 17 DEC 2009 to 11 FEB 2010

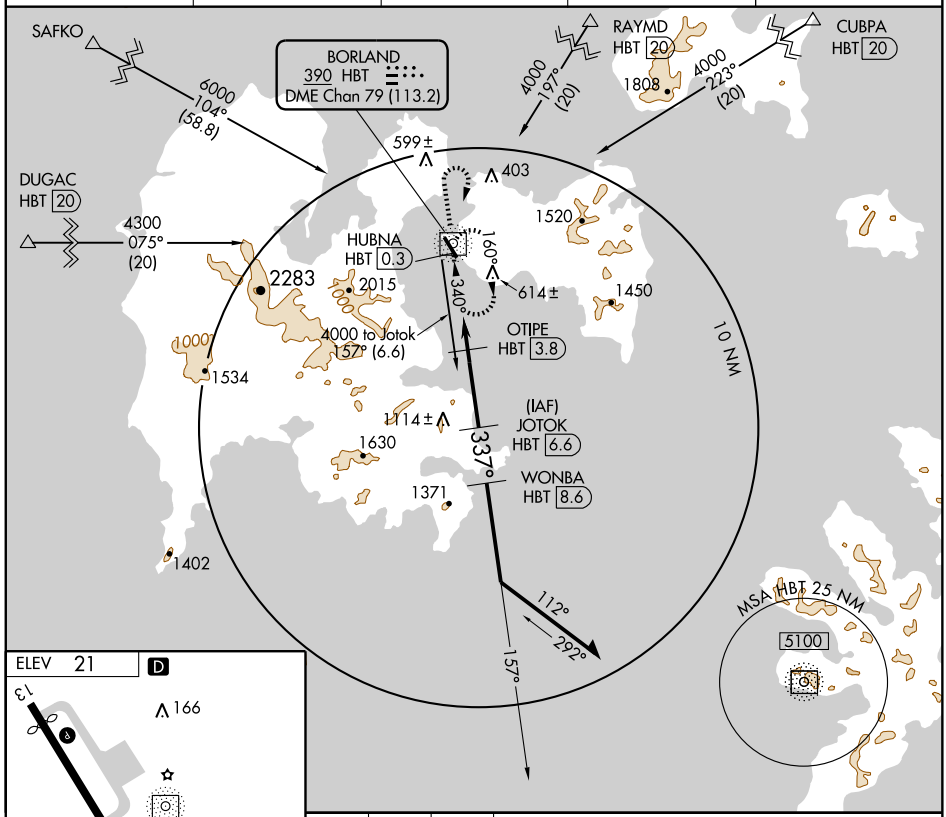
NDB/DME HBT 390 Chan 79 (113.2)	APP CRS 337°	Rwy Idg 4099 TDZE 21 Apt Elev 21

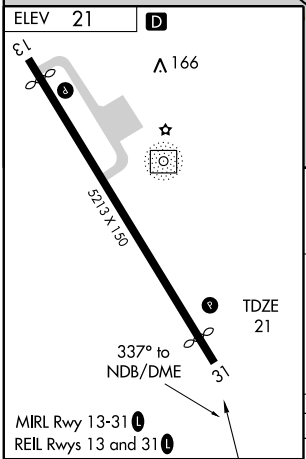
NDB/DME RWY 31
SAND POINT (SDP) (PASD)

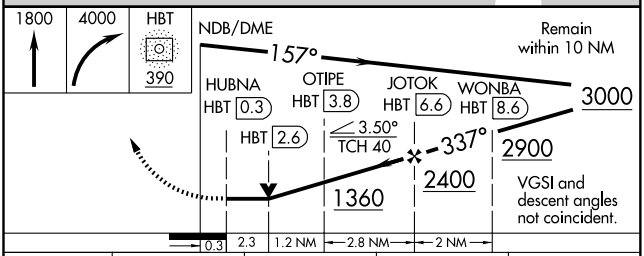
Circling not authorized northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 direct HBT NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	UNICOM	CTAF
134.85	125.35 346.3	122.3	122.8	122.3 L







FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

CATEGORY	A	B	C	D
S-31	920-1¼	899 (900-1¼)	920-2¾ 899 (900-2¾)	920-3 899 (900-3)
CIRCLING	920-1¼	899 (900-1¼)	920-2¾ 899 (900-2¾)	920-3 899 (900-3)

AK, 17 DEC 2009 to 11 FEB 2010

SAND POINT, ALASKA

AL-6537 (FAA)

NDB/DME HBT	APP CRS	Rwy Idg	4099
390	123°	TDZE	21
Chan 79 (113.2)		Apt Elev	21

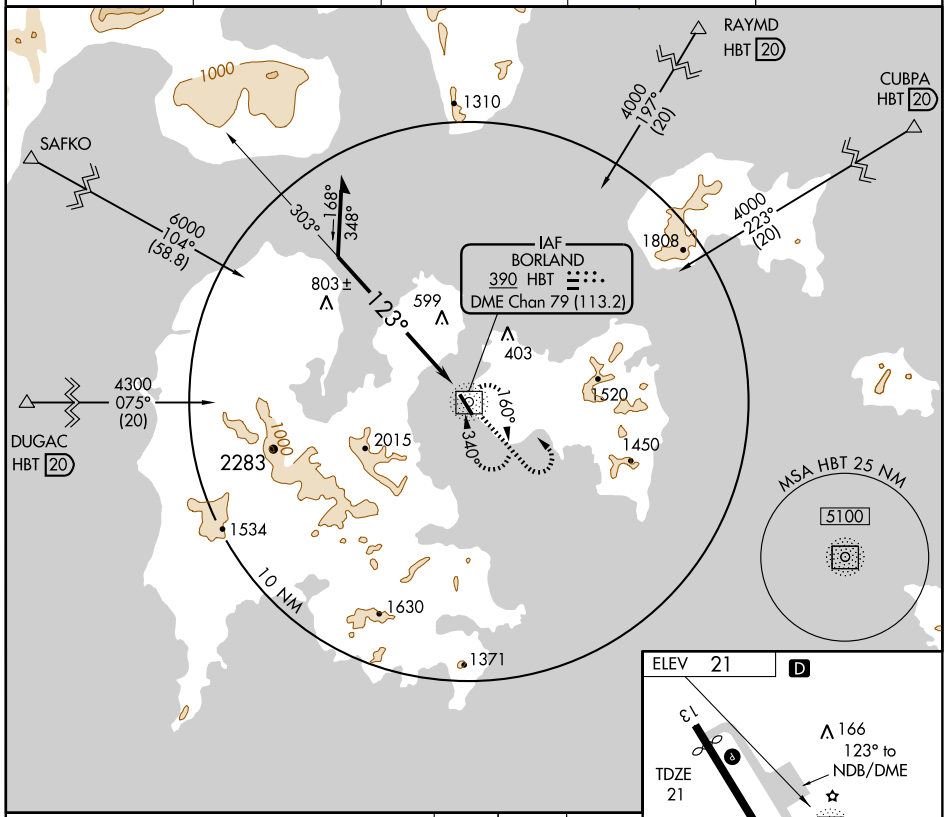
NDB RWY 13

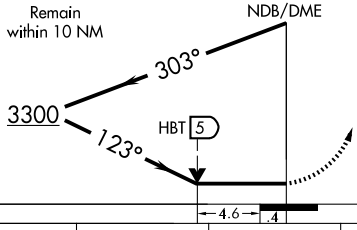
SAND POINT (SDP) (PASD)

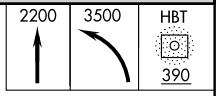
Circling NA northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

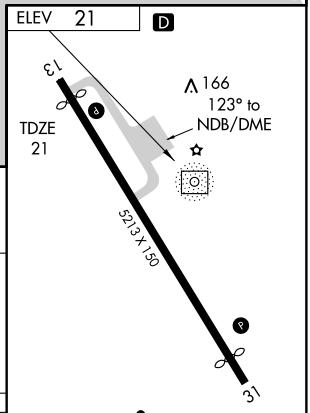
MISSED APPROACH: Climb to 2200, then climbing left turn to 3500 direct HBT NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	UNICOM	CTAF
134.85	125.35 346.3	122.3	122.8	122.3 L









MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

CATEGORY	A	B	C	D
S-13	1800-1¼ 1779 (1800-1¼)	1800-1½ 1779 (1800-1½)	1800-3	1779 (1800-3)
CIRCLING	1800-1¼ 1779 (1800-1¼)	1800-1½ 1779 (1800-1½)	1800-3	1779 (1800-3)

Knots	60	90	120	150	180
Min:Sec					

AK. 17 DEC 2009 to 11 FEB 2010

SAND POINT, ALASKA

AL-6537 (FAA)

APP CRS	Rwy Idg	4099
134°	TDZE	21
	Apt Elev	21

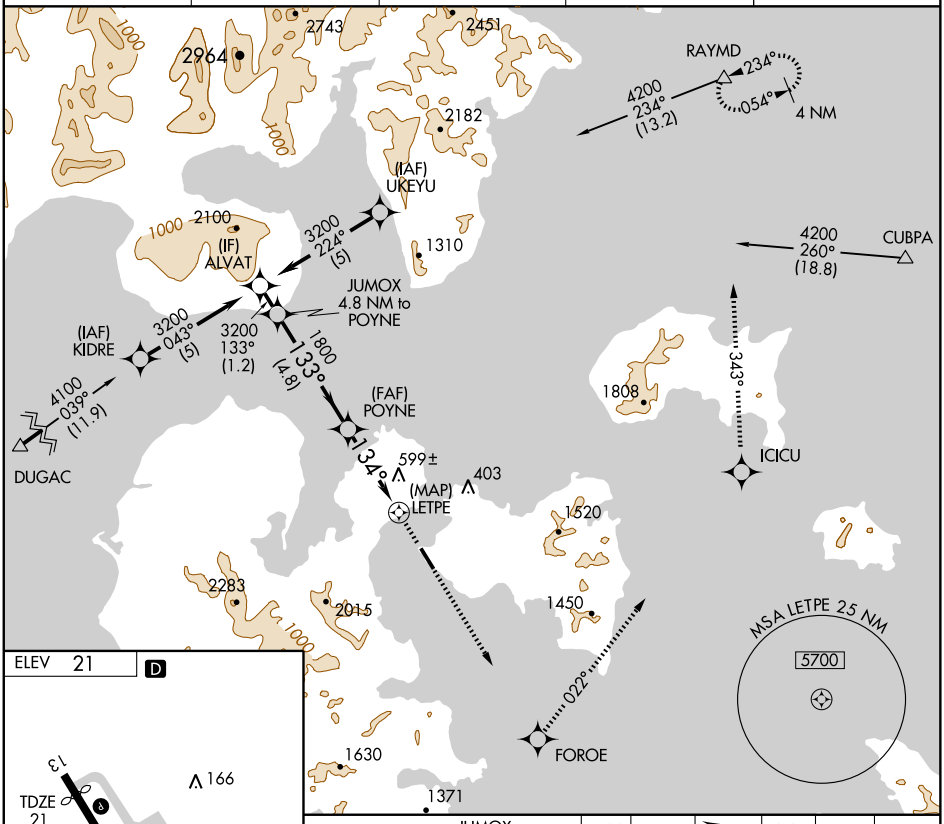
RNAV (GPS) RWY 13

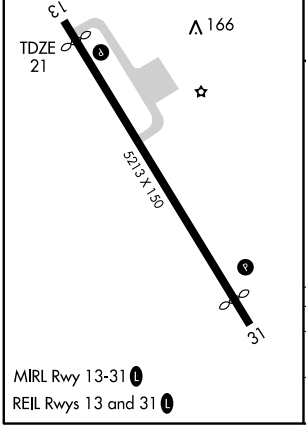
SAND POINT (SDP) (PASD)

DME/DME RNP-0.3 NA. Circling NA northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

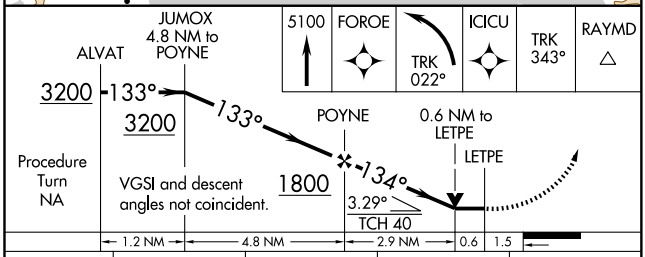
MISSED APPROACH: Climb to 5100 direct FOROE then left turn via 022° track to ICICU and via 343° track to RAYMD and hold, continue climb-in-hold to 5100.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	UNICOM	CTAF
134.85	125.35 346.3	122.3	122.8	122.3 (L)





MIRL Rwy 13-31 (L)
REIL Rwys 13 and 31 (L)



CATEGORY	A	B	C	D
LNAV MDA	860-1¾ 839 (900-1¾)		860-2½ 839 (900-2½)	860-2¾ 839 (900-2¾)
CIRCLING	860-1¾ 839 (900-1¾)		860-2½ 839 (900-2½)	860-2¾ 839 (900-2¾)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4400
061°	TDZE	53
	Apt Elev	53

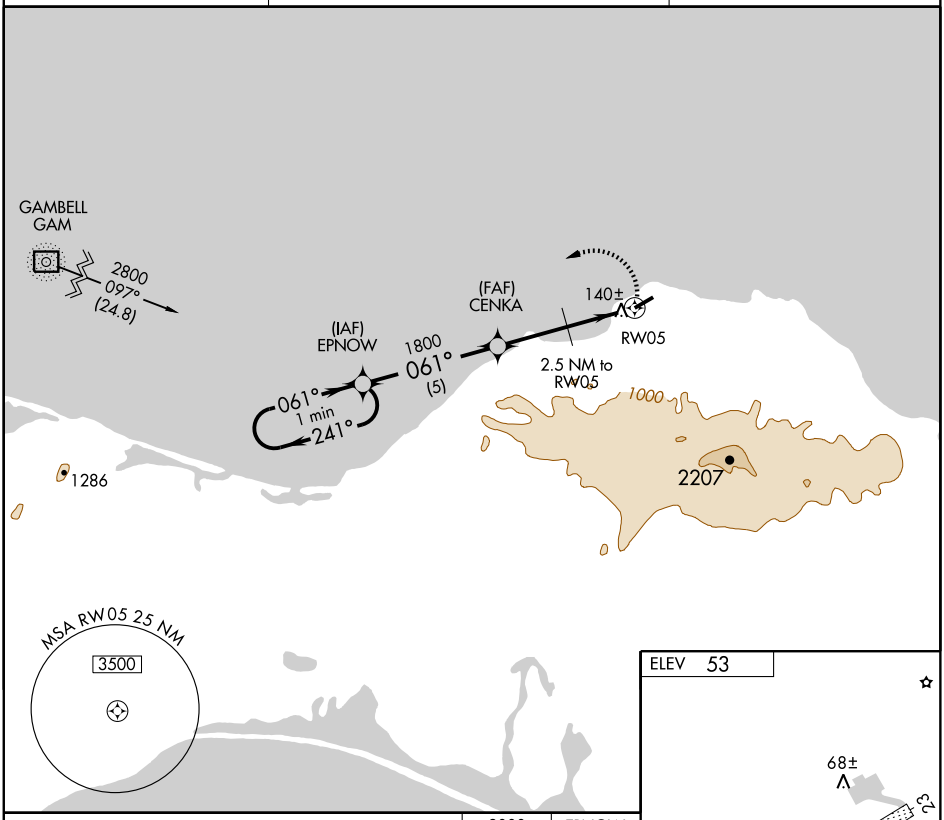
GPS RWY 5
SAVOONGA (SVA) (PASA)

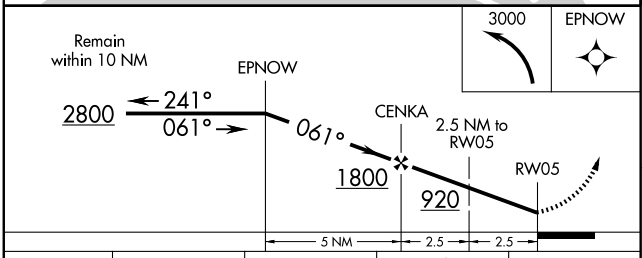
NA

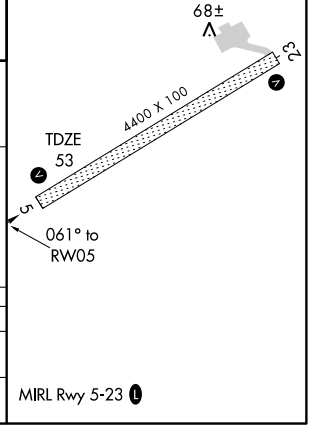
Circling not authorized southeast of Rwy 5-23.

MISSED APPROACH: Climbing left turn to 3000 direct EPNOW and hold.

AWOS-3	NOME RADIO	(CTAF)
121.3	122.3	122.7 L







CATEGORY	A	B	C	D
S-5	500-1 447 (500-1)		500-1½ 447 (500-1½)	NA
CIRCLING	540-1 487 (500-1)		540-1½ 487 (500-1½)	NA

MIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

VOR/DME ULL 117.3 Chan 120	APP CRS 226°	Rwy Idg 4400 TDZE 52 Apt Elev 53

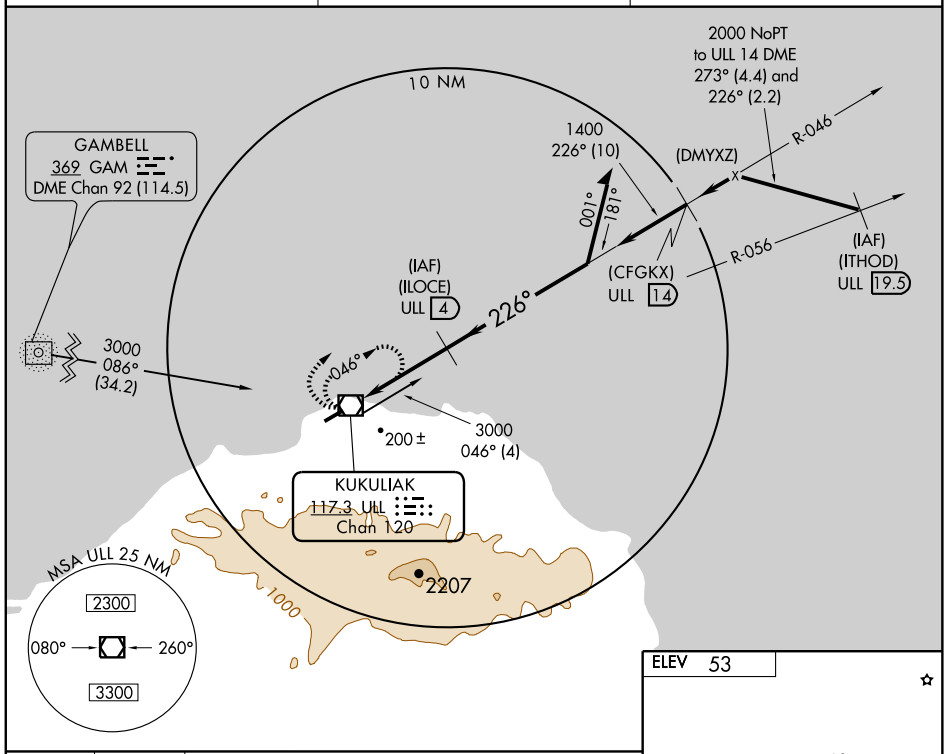
VOR/DME or GPS RWY 23

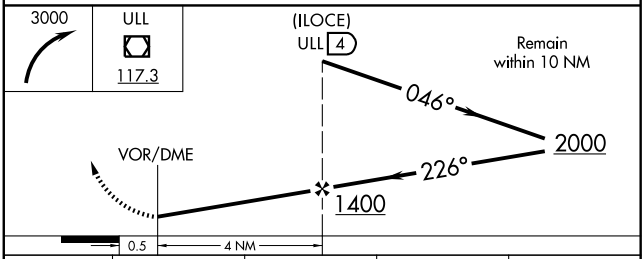
SAVOONGA (SVA) (PASA)

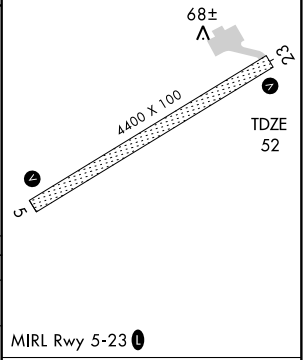
Circling not authorized southeast of Rwy 5-23.

MISSED APPROACH: Climbing right turn to 3000 in ULL VOR/DME holding pattern.

AWOS-3	NOME RADIO	CTAF
121.3	122.3	122.7 L







MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-23	520-1	468 (500-1)	520-1¼ 468 (500-1¼)	520-1½ 468 (500-1½)
CIRCLING	520-1	467 (500-1)	520-1½ 467 (500-1½)	620-2 567 (600-2)

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

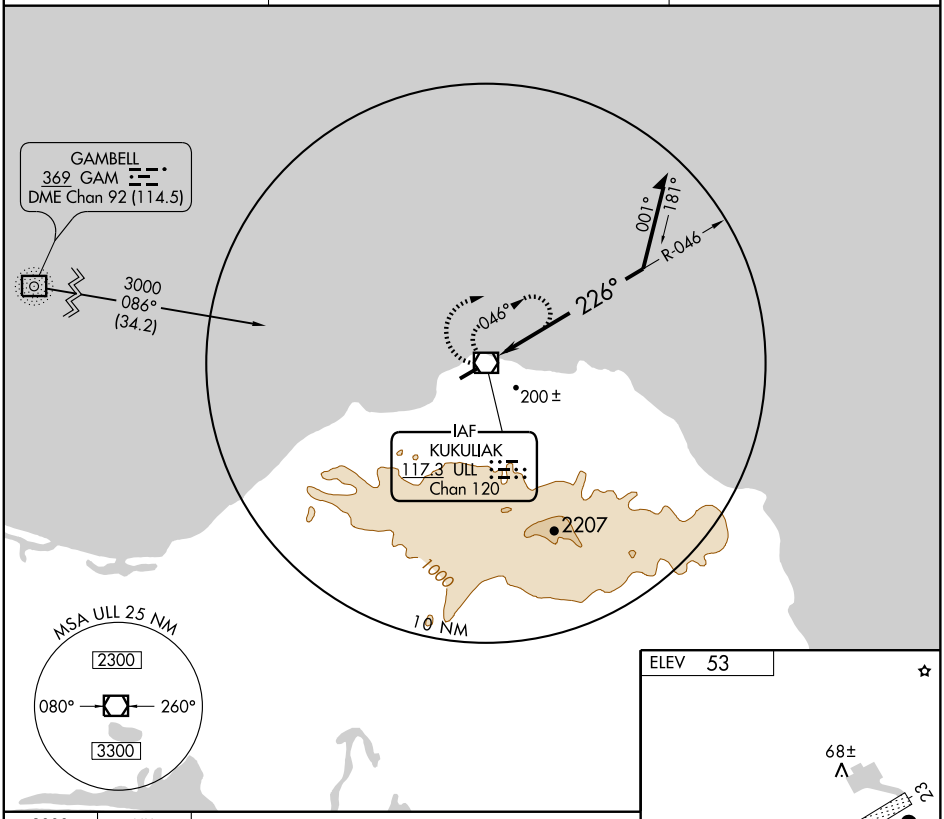
VOR/DME ULL 117.3 Chan 120	APP CRS 226°	Rwy Idg 4400 TDZE 52 Apt Elev 53

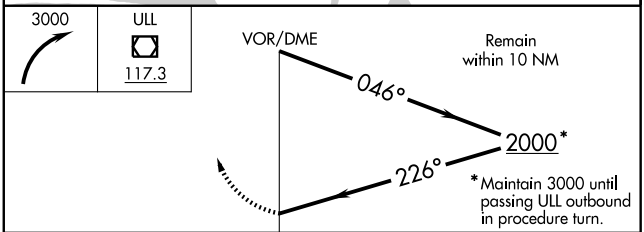
VOR RWY 23
SAVOONGA (SVA) (PASA)

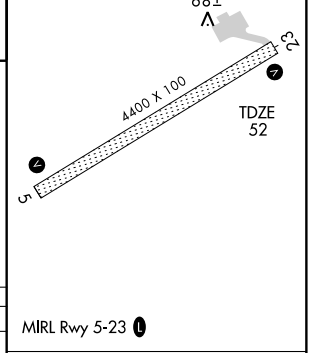
Circling not authorized southeast of Rwy 5-23.

MISSED APPROACH: Climbing right turn to 3000 in ULL VOR/DME holding pattern.

AWOS-3	NOME RADIO	(CTAF)
121.3	122.3	122.7 L







MIRL Rwy 5-23 L

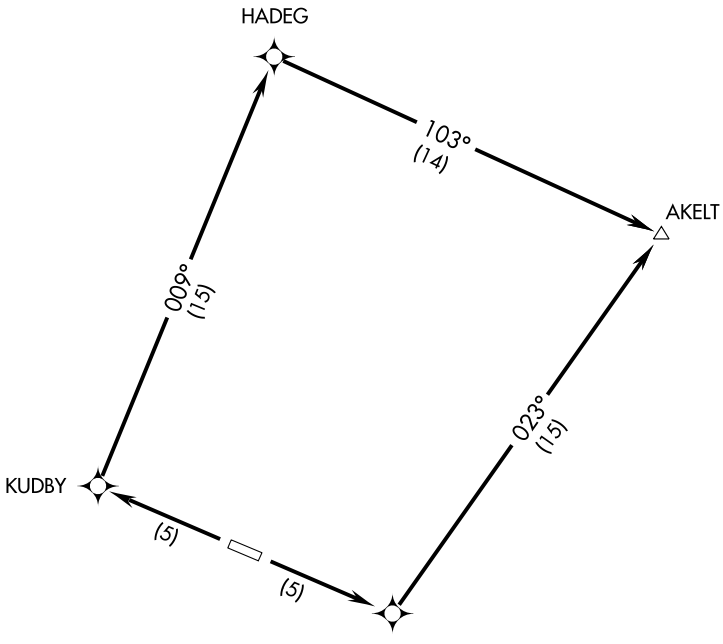
CATEGORY	A	B	C	D
S-23	580-1 528 (600-1)		580-1½ 528 (600-1½)	580-1¾ 528 (600-1¾)
CIRCLING	580-1 527 (600-1)		580-1½ 527 (600-1½)	620-2 567 (600-2)

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

AKELT ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
124.5 226.8
CTAF 123.0



TAKE-OFF MINIMUMS:
Rwy 28: Standard.
Rwy 10: Standard with a minimum climb of 590 feet per NM to 1300'.

TAKE-OFF OBSTACLE NOTES:
Rwy 10: Bushes beginning 1.27 NM from DER, 546' left of centerline, up to 15' AGL/322' MSL.
Bush 1.49 NM from DER, 2163' right of centerline, 15' AGL/464' MSL.

NOTE: GPS Required.
NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb to 4000 or ATC assigned higher altitude direct EDENE and via track 023° to AKELT.
TAKE-OFF RUNWAY 28: Climb to 4000 or ATC assigned higher altitude direct KUDBY and via track 009° to HADEG, and right turn via track 103° to AKELT.

APP CRS	Rwy Idg	N/A
138°	TDZE	N/A
	Apt Elev	14

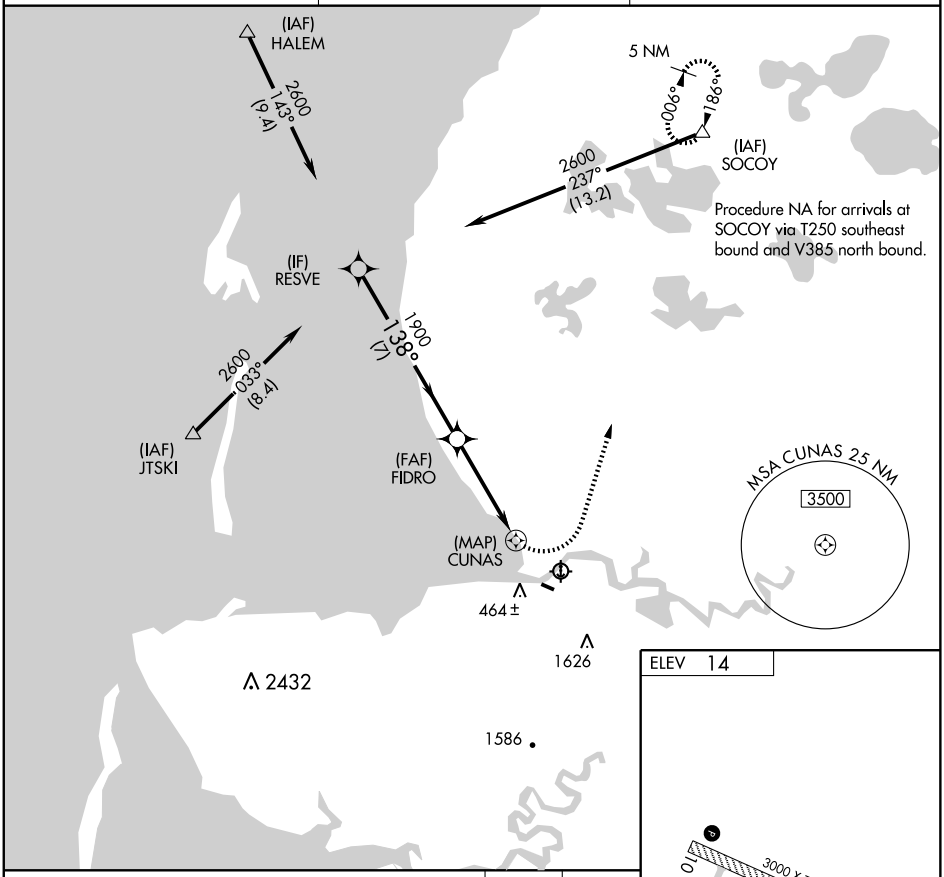
RNAV (GPS)-B

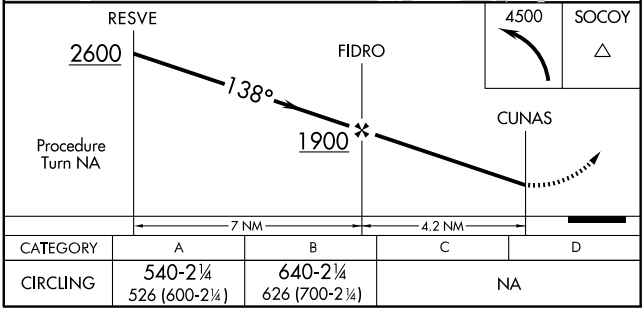
SCAMMON BAY (SCM) (PACM)

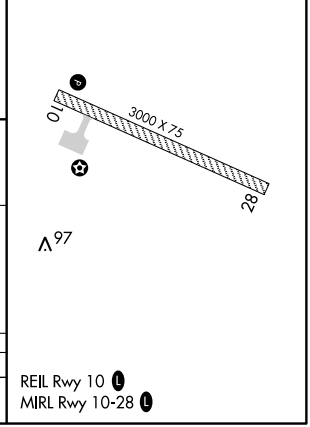
Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet.

MISSED APPROACH: Climbing left turn to 4500 direct SOCOY and hold, continue climb-in-hold to 4500.

ASOS	ANCHORAGE CENTER	UNICOM
118.425	124.5 226.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	540-2¼ 526 (600-2¼)	640-2¼ 626 (700-2¼)	NA	

REIL Rwy 10 L
MIRL Rwy 10-28 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3000
101°	TDZE	14
	Apt Elev	14

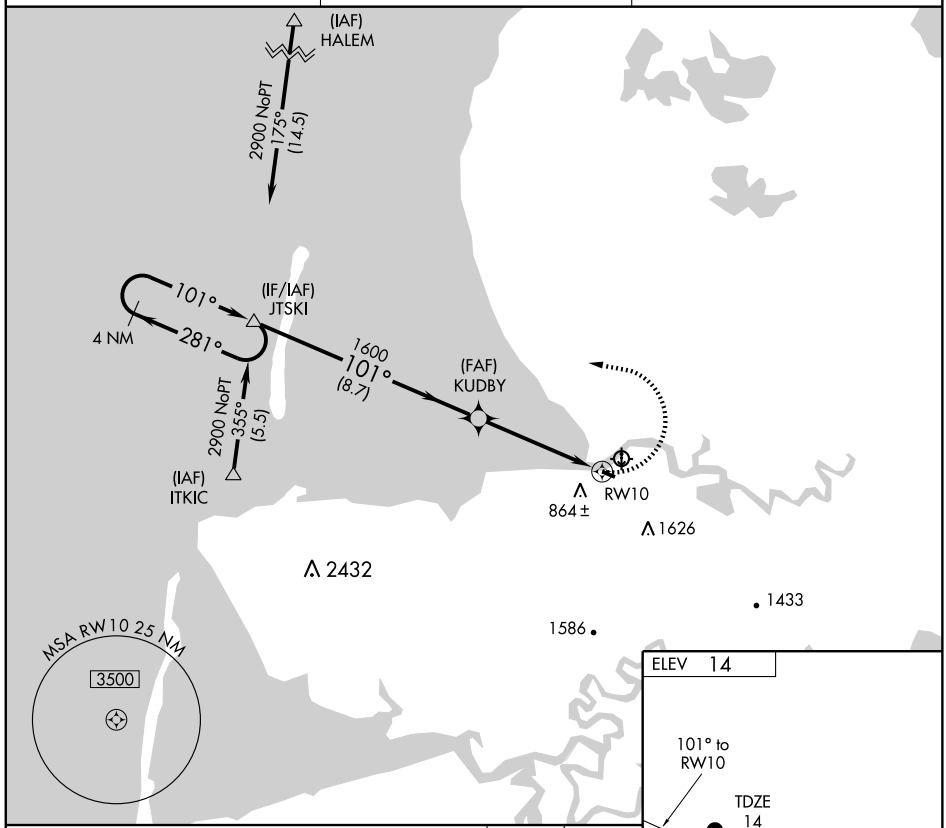
RNAV (GPS) RWY 10

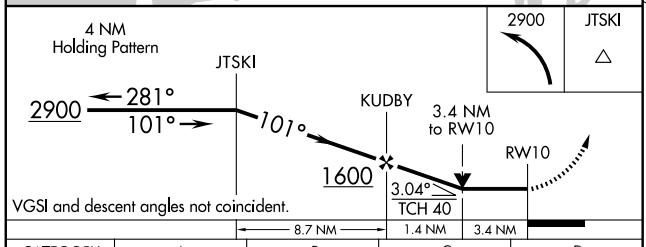
SCAMMON BAY (SCM) (PACM)

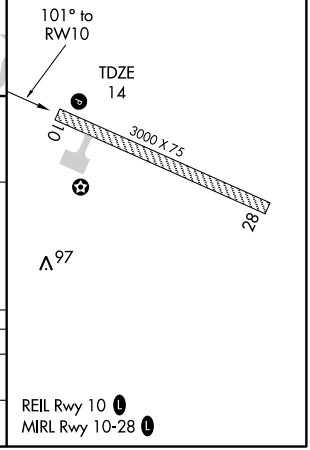
Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hooper Bay altimeter setting. When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet.

MISSED APPROACH: Climbing left turn to 2900 direct JTSKI and hold.

ASOS	ANCHORAGE CENTER	UNICOM
118.425	124.5 226.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	NA	
CIRCLING	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	NA	

AK. 17 DEC 2009 to 11 FEB 2010

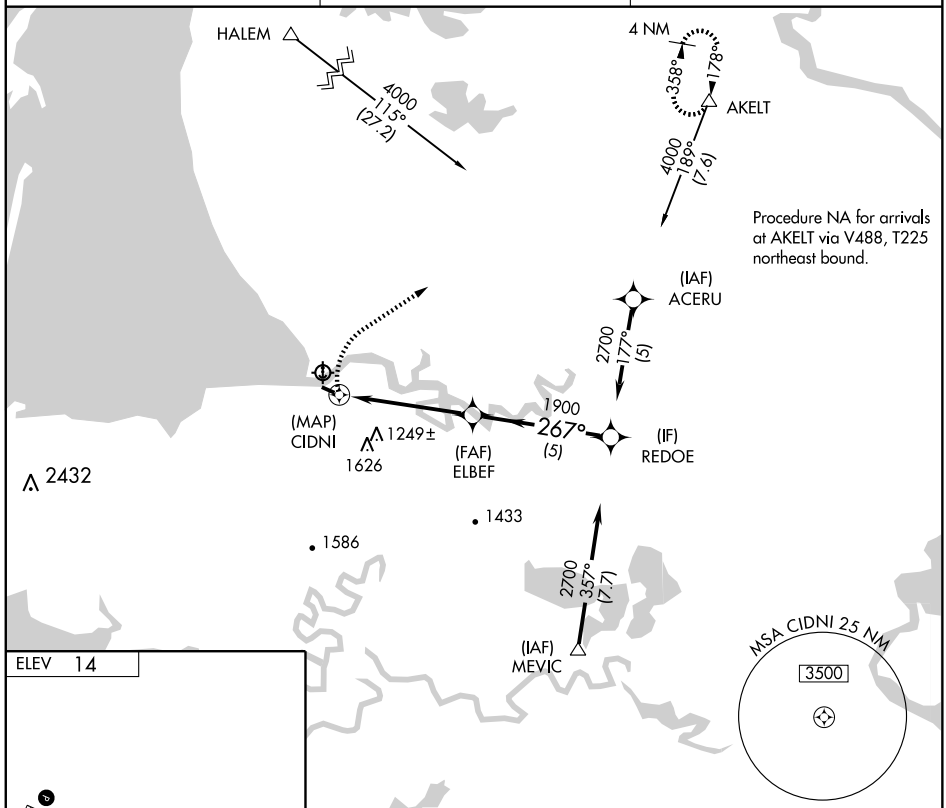
APP CRS	Rwy Idg	3000
267°	TDZE	14
	Apt Elev	14

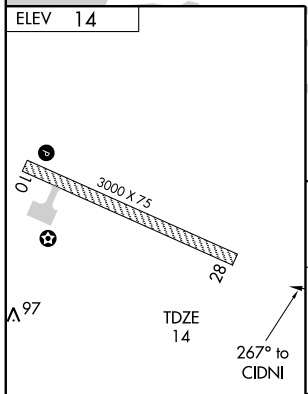
RNAV (GPS) RWY 28
SCAMMON BAY (SCM) (PACM)

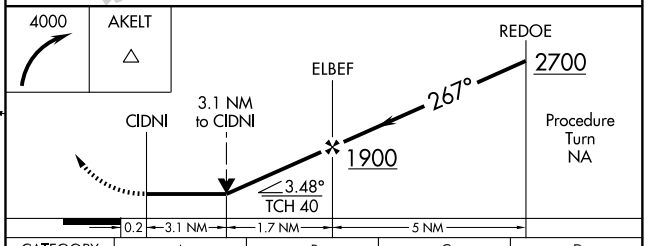
Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hooper Bay altimeter setting. When local altimeter setting not recieved, use Hooper Bay altimeter setting and increase all MDA 360 feet.

MISSED APPROACH: Climbing right turn to 4000 direct AKELT and hold.

ASOS	ANCHORAGE CENTER	UNICOM
118.425	124.5 226.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1¼ 1246 (1300-1¼)	1260-1½ 1246 (1300-1½)	NA	
CIRCLING	1260-1¼ 1246 (1300-1¼)	1260-1½ 1246 (1300-1½)	NA	

REIL Rwy 10 L
MIRL Rwy 10-28 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3002
037°	TDZE	17
	Apt Elev	17

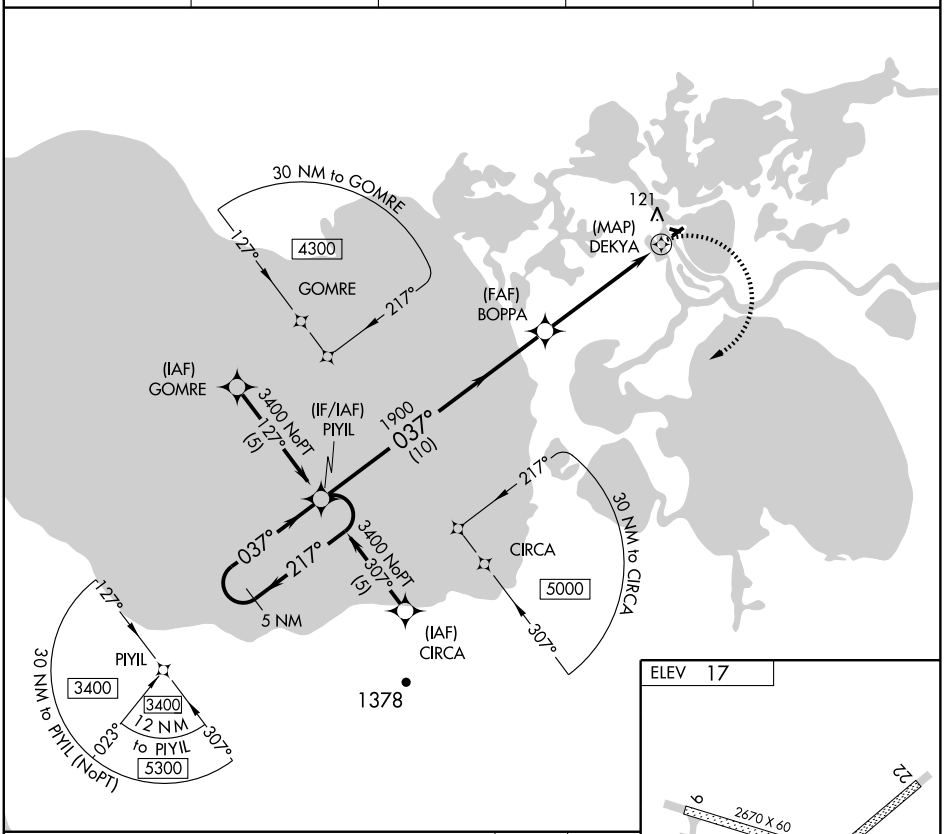
RNAV (GPS) RWY 4

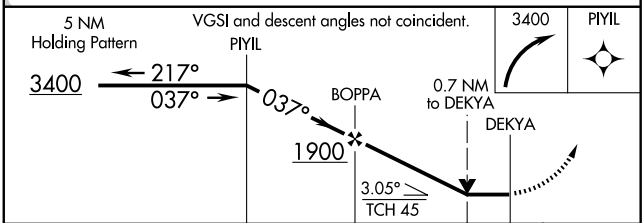
SELAWIK (WLK) (PASK)

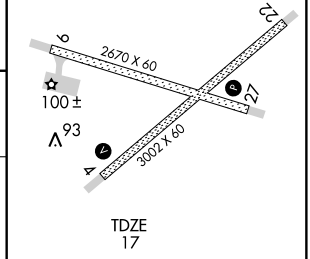
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet. VDP NA when using Kotzebue altimeter setting

MISSED APPROACH: Climbing right turn to 3400 direct PIYIL and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF	122.5 L ★
135.65	119.2 263.0	122.50	122.7 L ★	







CATEGORY	A	B	C	D
LNAV MDA	420-1 403 (500-1)		420-1¼ 403 (500-1¼)	
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 4, 9, 22 and 27 L

AK, 17 DEC 2009 to 11 FEB 2010

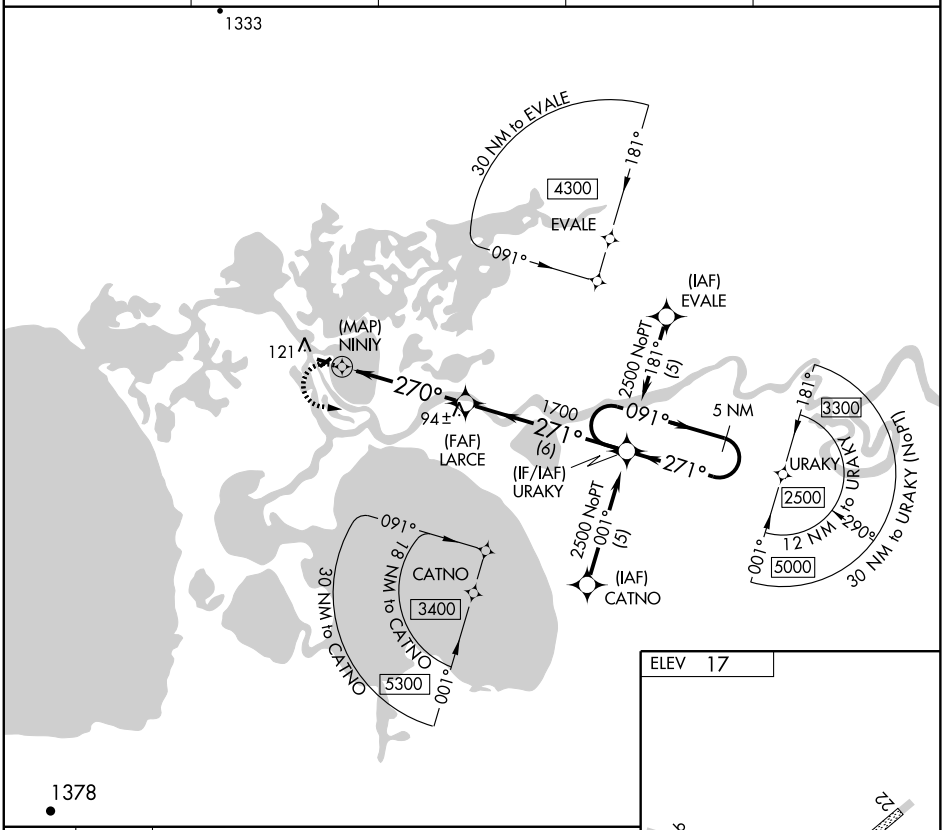
APP CRS	Rwy Idg	2670
270°	TDZE	15
	Apt Elev	17

RNAV (GPS) RWY 27
SELAWIK (WLK) (PASK)

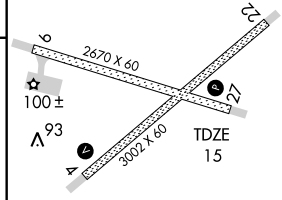
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet. VDP NA when using Kotzebue altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct URAKY and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF	
135.65	119.2 263.0	122.50	122.7 L ★	122.5 L ★



CATEGORY	A	B	C	D
LNAV MDA	420-1 405 (500-1)		420-1¼ 405 (500-1¼)	
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)



MIRL Rwys 9-27 and 4-22 L
REIL Rwys 4, 9, 22 and 27 L

APP CRS	Rwy Idg	3002
217°	TDZE	17
	Apt Elev	17

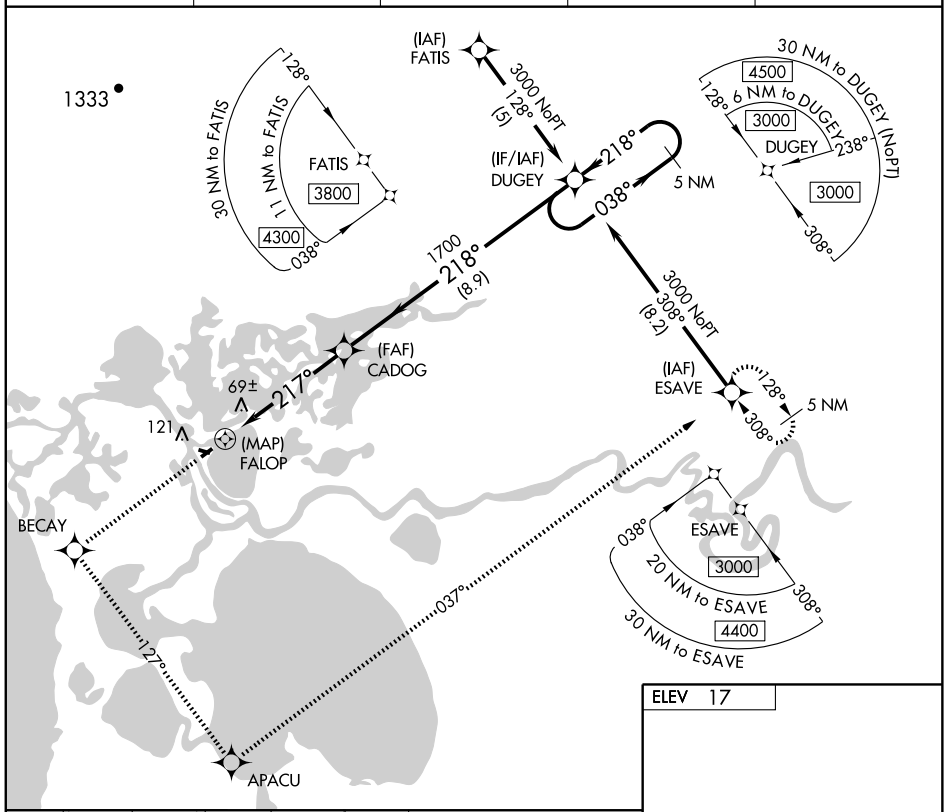
RNAV (GPS) Y RWY 22

SELAWIK (WLK) (PASK)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet.

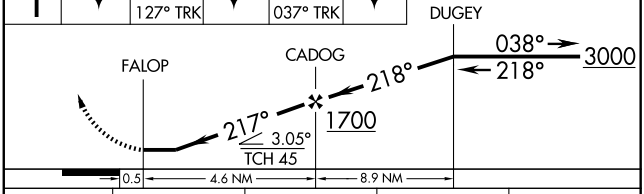
MISSED APPROACH: Climb to 3000 direct BECAY and left turn via 127° track to APACU and left turn via 037° track to ESAVE and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF	
135.65	119.2 263.0	122.50	122.7 L ★	122.5 L ★



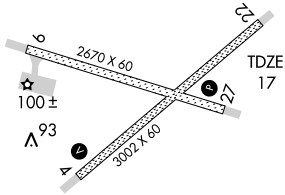
3000	BECAY	127° TRK	APACU	037° TRK	ESAVE

5 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	320-1 303 (400-1)			
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

ELEV 17



MIRL Rwys 9-27 and 4-22 L
REIL Rwys 4, 9, 22 and 27 L

AK. 17 DEC 2009 to 11 FEB 2010

WAAS CH 40404 W22A	APP CRS 217°	Rwy Idg 3002 TDZE 17 Apt Elev 17

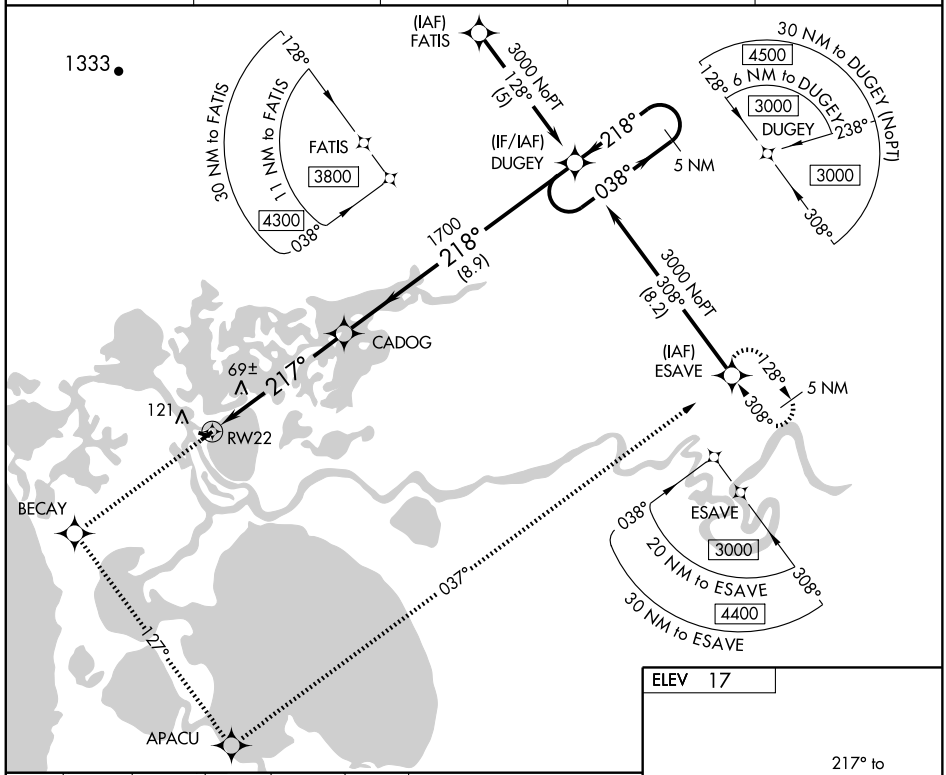
RNAV (GPS) Z RWY 22

SELAWIK (WLK) (PASK)

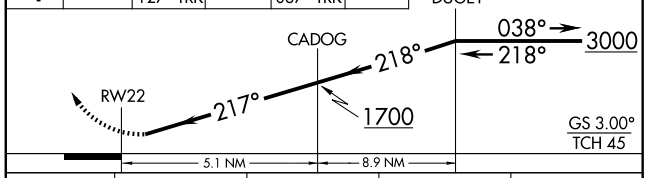
Baro-VNAV NA when using Kotzebue altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all DAs/MDAs 160 feet.

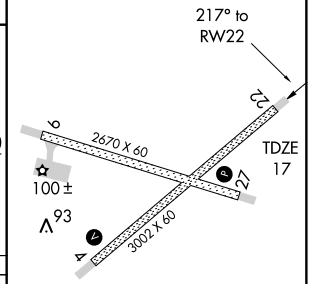
MISSED APPROACH: Climb to 3000 direct BECAY and left turn via 127° track to APACU and left turn via 037° track to ESAVE and hold.

AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF	
135.65	119.2 263.0	122.50	122.7 L ★	122.5 L ★



3000	BECAY	127° TRK	APACU	037° TRK	ESAVE





CATEGORY	A	B	C	D
LPV DA	267-1 250 (300-1)			
LNAV/VNAV DA	364-1¼ 347 (400-1¼)			
CIRCLING	440-1¼ 423 (500-1¼)	480-1¼ 463 (500-1¼)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 4, 9, 22 and 27 L

AK. 17 DEC 2009 to 11 FEB 2010

VOR/DME WLK	APP CRS	Rwy Idg	3002
114.2	029°	TDZE	17
Chan 89		Apt Elev	17

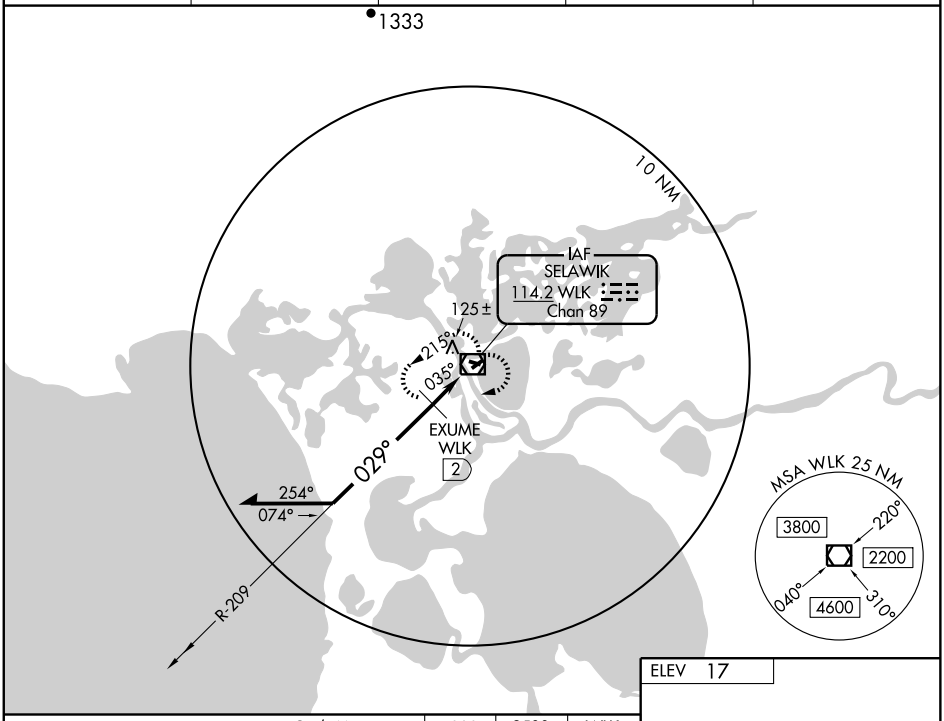
VOR RWY 4

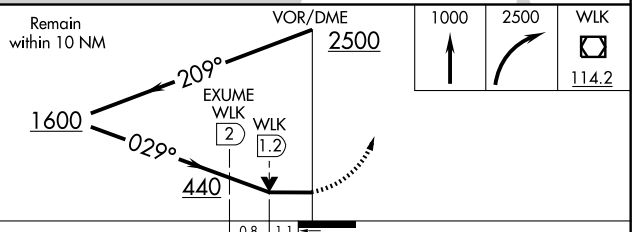
SELAWIK (WLK) (PASK)

Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet. VDP NA when using Kotzebue altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct in WLK VOR/DME and hold, continue climb-in-hold to 2500.

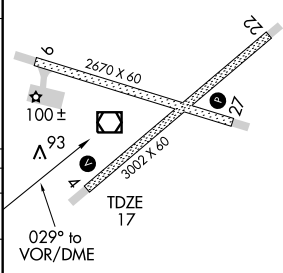
AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF	
135.65	119.2 263.0	122.50	122.7 (L) ★	122.5 (L) ★





CATEGORY	A	B	C	D
S-4	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)
EXUME FIX MINIMUMS				
S-4	380-1 363 (400-1)			380-1¼ 363 (400-1¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

ELEV 17



MIRL Rwys 9-27 and 4-22 (L)
REIL Rwys 4, 9, 22 and 27 (L)

AK. 17 DEC 2009 to 11 FEB 2010

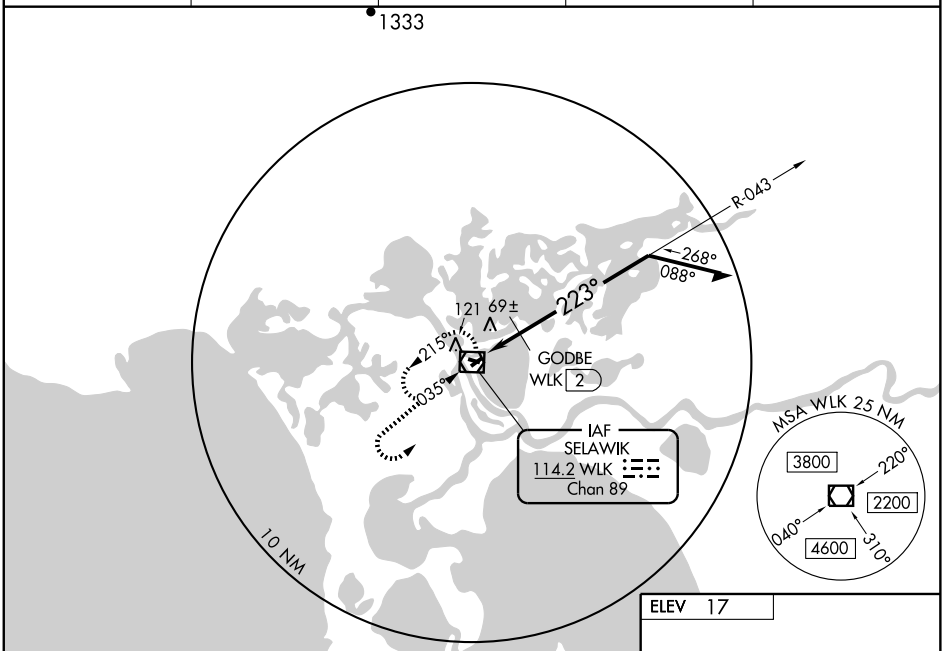
VOR/DME WLK 114.2 Chan 89	APP CRS 223°	Rwy Idg 3002 TDZE 17 Apt Elev 17

VOR RWY 22
SELAWIK (WLK) (PASK)

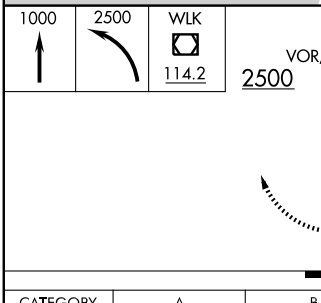
Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet.

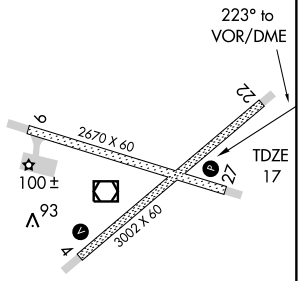
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct WLK VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3 135.65	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.50	CTAF 122.7 L ★	122.5 L ★



ELEV 17





CATEGORY	A	B	C	D
S-22	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)
GODBE FIX MINIMUMS				
S-22	340-1 323 (400-1)			
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 4, 9, 22 and 27 L

AK, 17 DEC 2009 to 11 FEB 2010

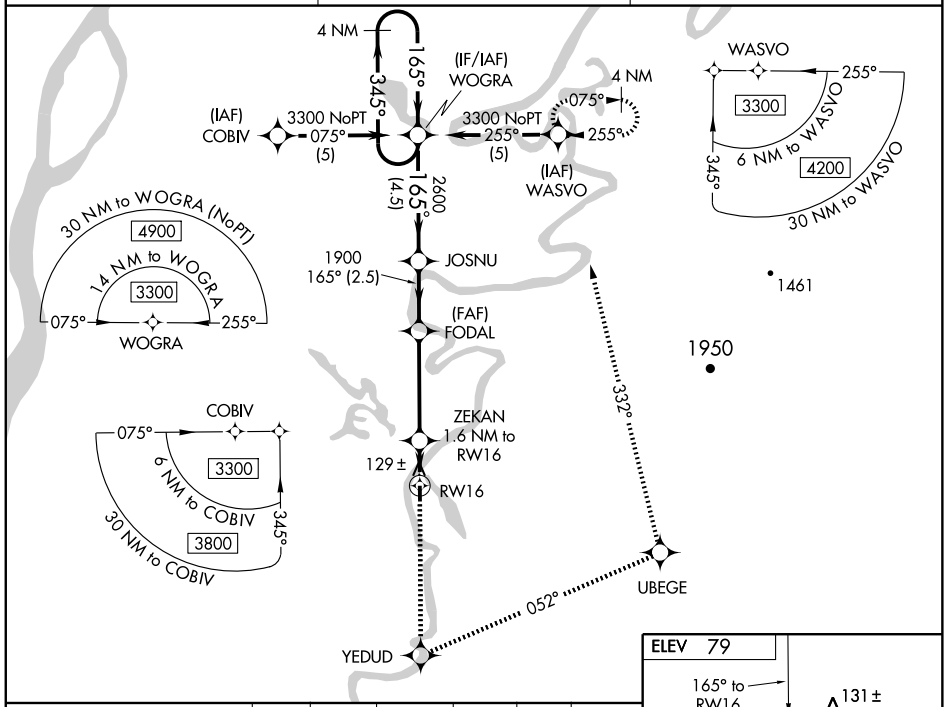
WAAS CH 45610 W16A	APP CRS 165°	Rwy Idg 3400 TDZE 79 Apt Elev 79

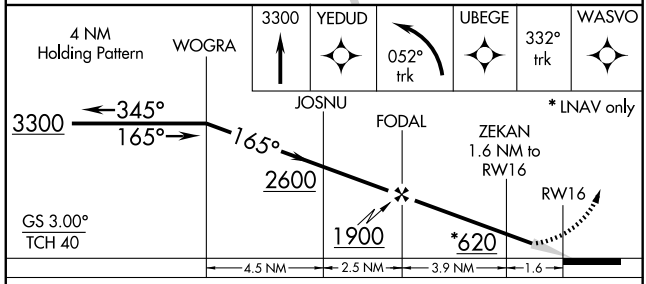
RNAV (GPS) RWY 16
SHAGELUK (SHX)

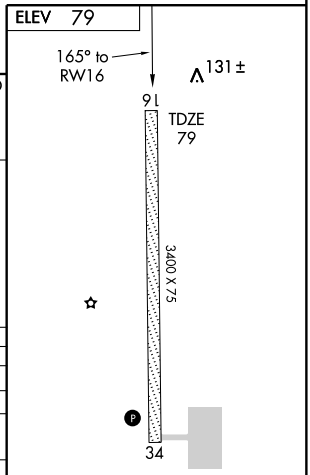
T Baro-VNAV NA.
A NA DME/DME RNP-0.3 NA.
W Use Anvik altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 3300 direct YEDUD and left turn via 052° track to UBEGE and via 332° track to WASVO and hold.

ANVIK AWOS	ANCHORAGE CENTER	UNICOM
133.550	135.7 335.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	423-1¼	344 (400-1¼)	NA	
LNAV/VNAV DA	462-1¼	383 (400-1¼)	NA	
LNAV MDA	460-1	381 (400-1)	NA	
CIRCLING	520-1 441 (500-1)	540-1 461 (500-1)	NA	

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3400
345°	TDZE	79
	Apt Elev	79

RNAV (GPS) RWY 34

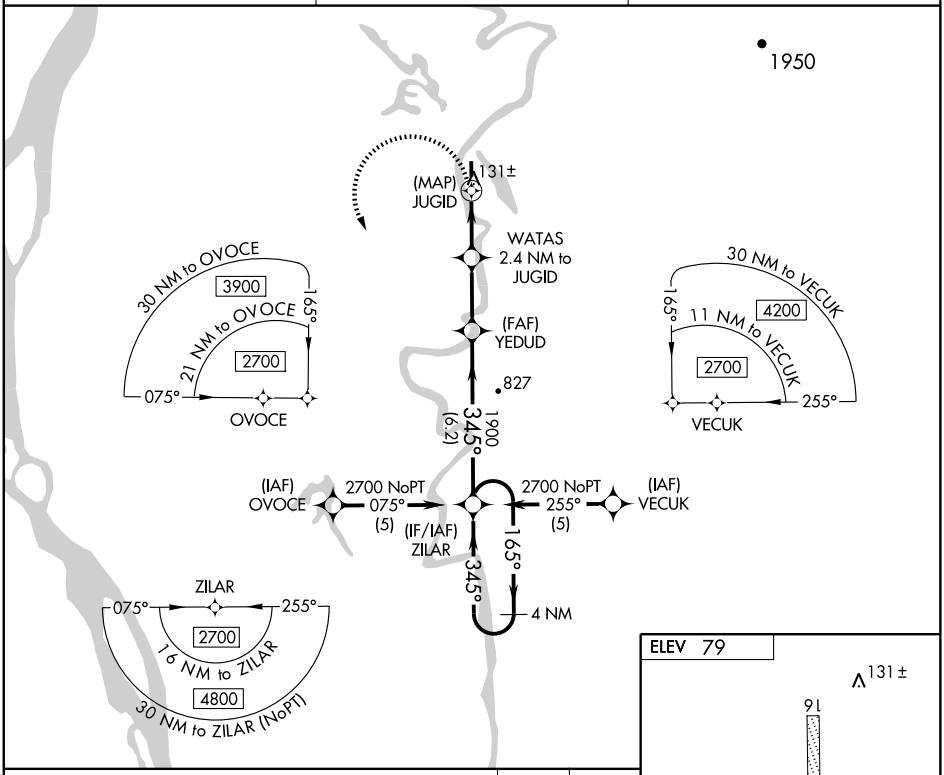
SHAGELUK (SHX)

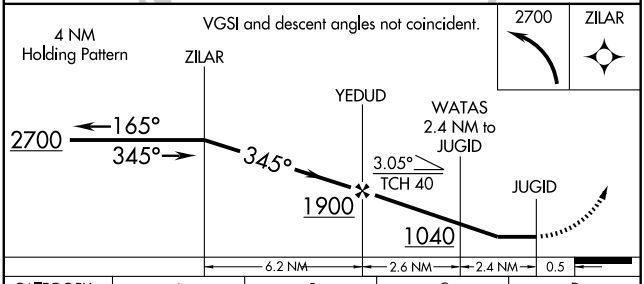
T A NA

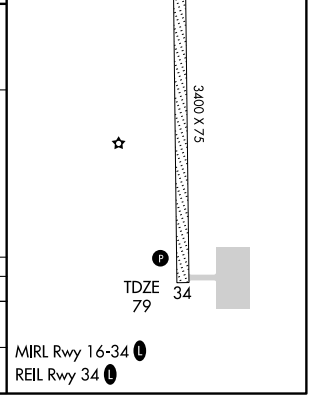
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
Use Anvik altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2700 direct ZILAR and hold.

ANVIK AWOS	ANCHORAGE CENTER	UNICOM
133.550	135.7 335.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 401 (500-1)		NA	
CIRCLING	520-1 441 (500-1)	540-1 461 (500-1)	NA	

AK. 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4001
CH 63013	143°	TDZE	21
W14A		Apt Elev	24

RNAV (GPS) RWY 14

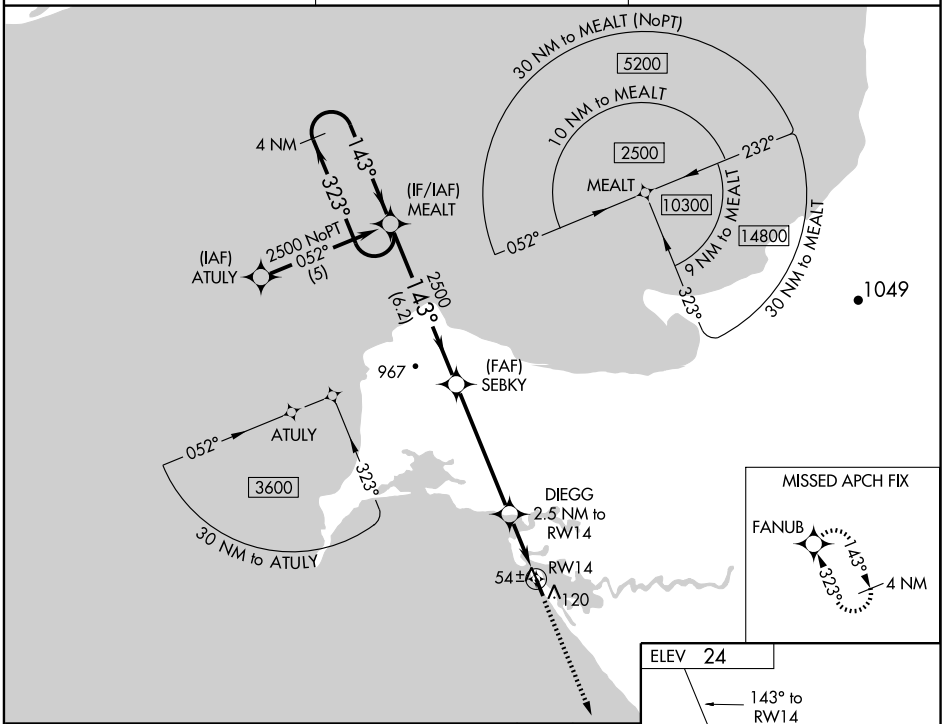
SHAKTOOLIK (2C7) (PFSH)

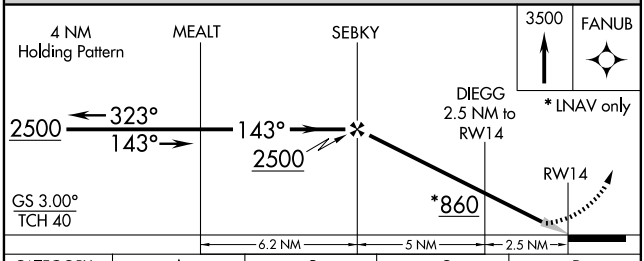
T
NA

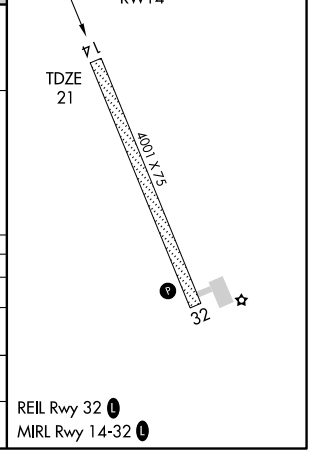
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Unalakleet altimeter setting, when not received, use Koyuk altimeter setting and increase all DA 25 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct FANUB and hold, continue climb-in-hold to 3500.

UNALAKLEET AWOS-3	ANCHORAGE CENTER	UNICOM
132.25	135.7 335.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	344-1¼ 323 (400-1¼)			
LNAV/VNAV DA	397-1¼ 376 (400-1¼)			
LNAV MDA	380-1 359 (400-1)			380-1¼ 359 (400-1¼)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	580-2 556 (600-2)

REIL Rwy 32 L
MIRL Rwy 14-32 L

AK. 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4001
CH 69413	323°	TDZE	24
W32A		Apt Elev	24

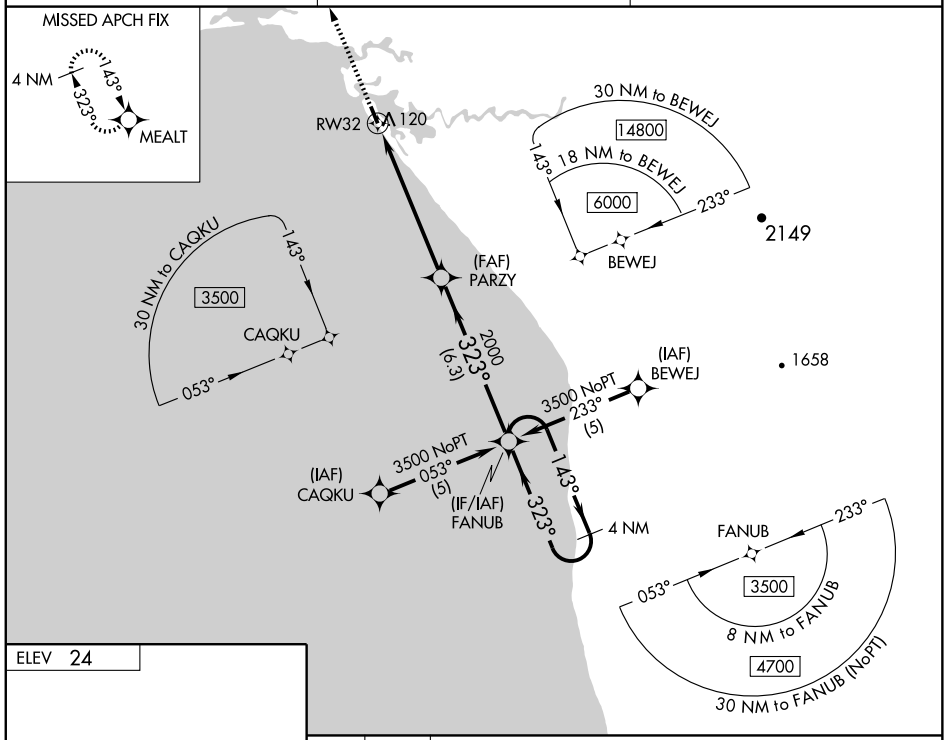
RNAV (GPS) RWY 32

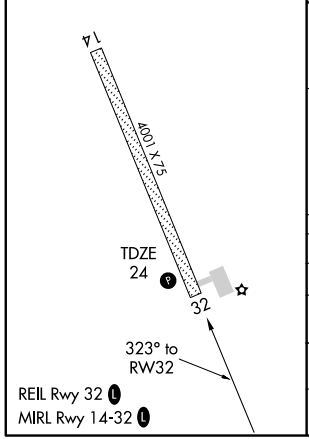
SHAKTOOLIK (2C7) (PFSH)

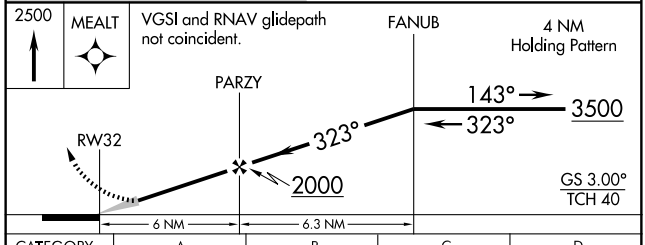
Baro-VNAV NA. DME/DME RNP-0.3 NA.
NA Use Unalakleet altimeter setting, when not received, use Koyuk altimeter setting and increase all DA 25 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2500 direct MEALT and hold.

UNALAKLEET AWOS-3	ANCHORAGE CENTER	UNICOM
132.25	135.7 335.5	122.8 (CTAF) L

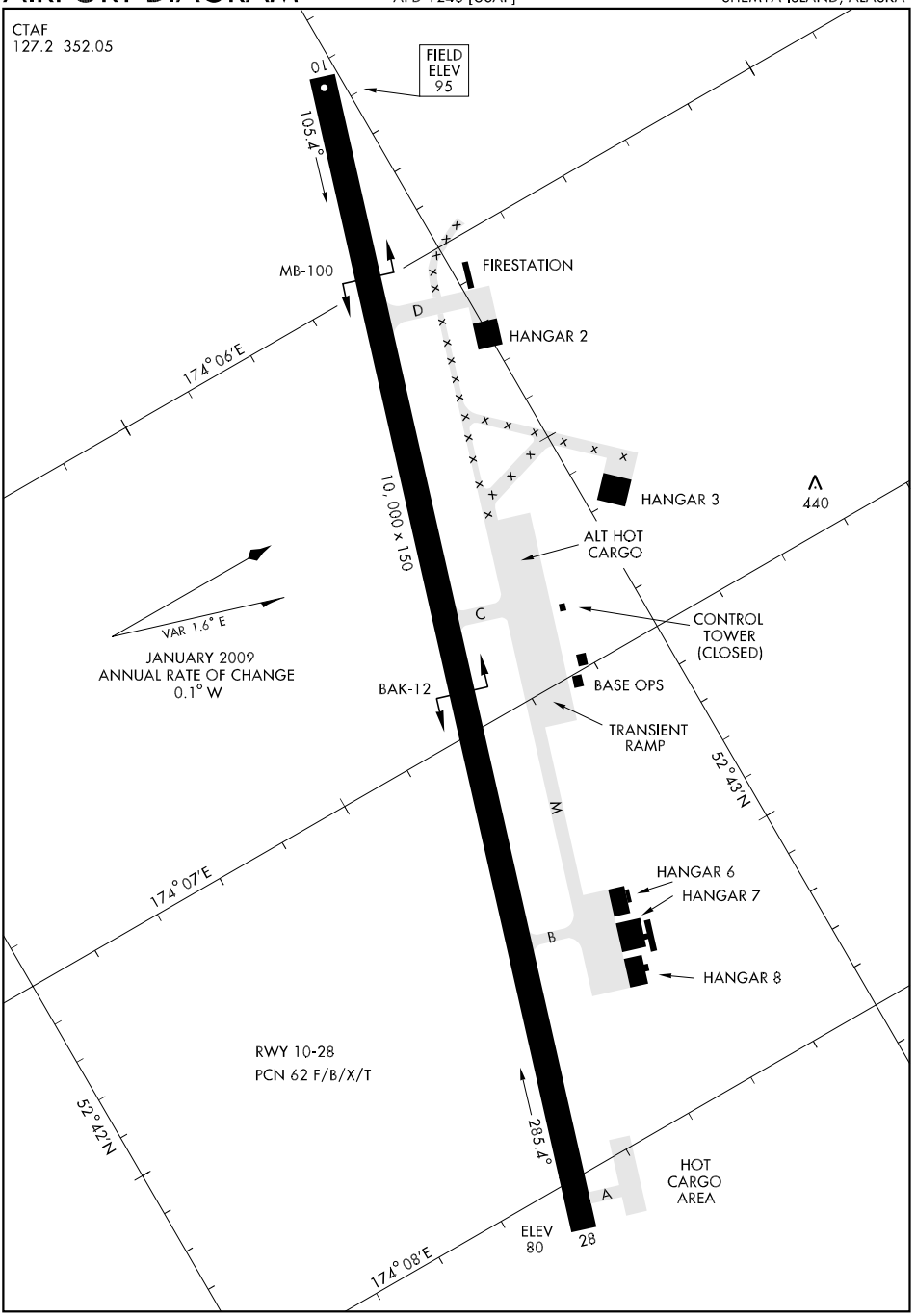






CATEGORY	A	B	C	D
LPV DA	347-1¼ 323 (400-1¼)			
LNAV/VNAV DA	493-1¾ 469 (500-1¾)			
LNAV MDA	540-1 516 (600-1)		540-1½ 516 (600-1½)	540-1¾ 516 (600-1¾)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	580-2 556 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010



AK, 17 DEC 2009 to 11 FEB 2010

ILS or LOC/DME RWY 28

LOC I-SYA	APCH CRS	Rwy ldg 10,000 / TDZE 88 / Arpt Elev 95
110.1	285°	

AL-1246 [USAF]

EARECKSON AS (PASY)

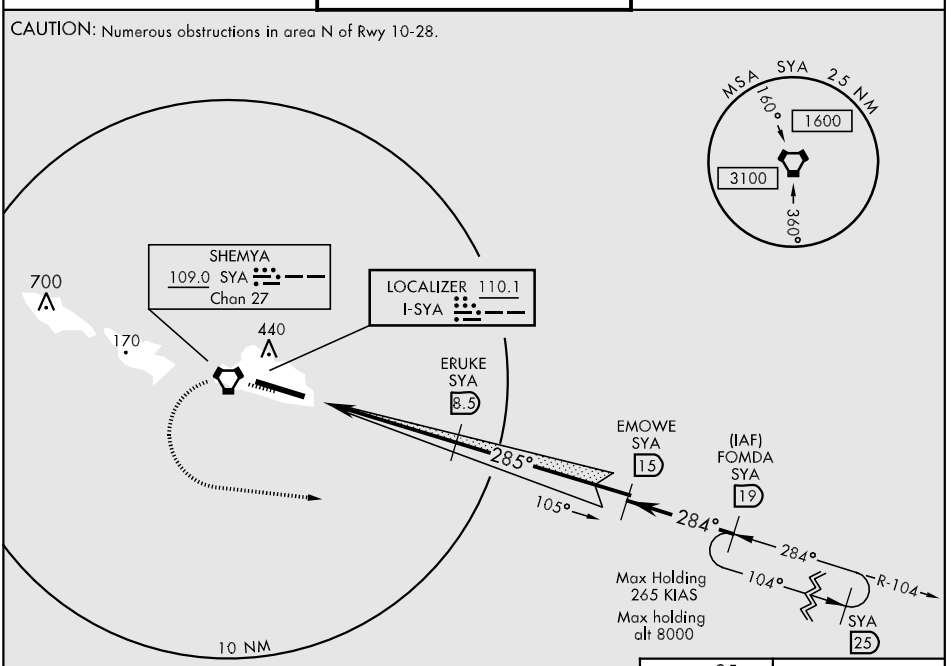
* When ALS inop, for CAT AB, increase vis to ¾ mile.
** When ALS inop, increase vis all CATS to 1 mile.
*** Circling Not Authorized in area N of Rwy 10-28.

SALS A2

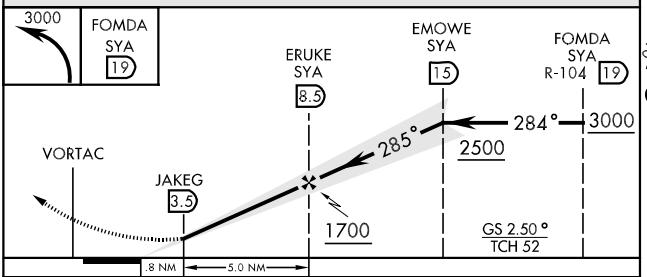
MISSED APPROACH: Climbing left turn direct SYA R-104/19 DME (FOMDA) to 3000 and hold, or higher as may be assigned by ATC.

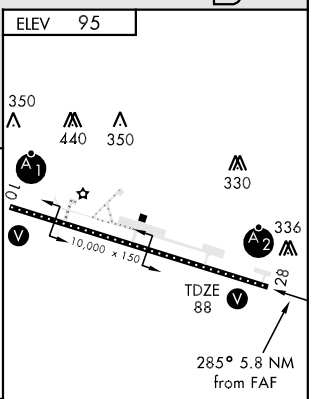
ANCHORAGE CENTER	CTAF	ASOS
119.1 339.8	127.2 (L) 352.05 (L)	135.65

CAUTION: Numerous obstructions in area N of Rwy 10-28.



EMERG SAFE ALT 100 NM 5200





CATEGORY	A	B	C	D	E
S-ILS 28 *	288-½ 200 (200-½)		288-¾ 200 (200-¾)		
S-LOC 28 **	340-¾ 252 (300-¾)				
CIRCLING ***	460-1 365 (400-1)	560-1 465 (500-1)	560-1½ 465(500-1½)	660-2 565 (600-2)	

HIRL Rwy 10-28
REIL Rwy 10-28

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:01	3:20	2:30	2:00	1:40

AK, 17 DEC 2009 to 11 FEB 2010

VOR/DME or TACAN RWY 10

VORTAC SYA	APCH CRS	Rwy ldg	10,000
109.0	092°	TDZE	95
Chan 27		Arpt Elev	95

AL-1246 [USAF] EARECKSON AS (PASY)

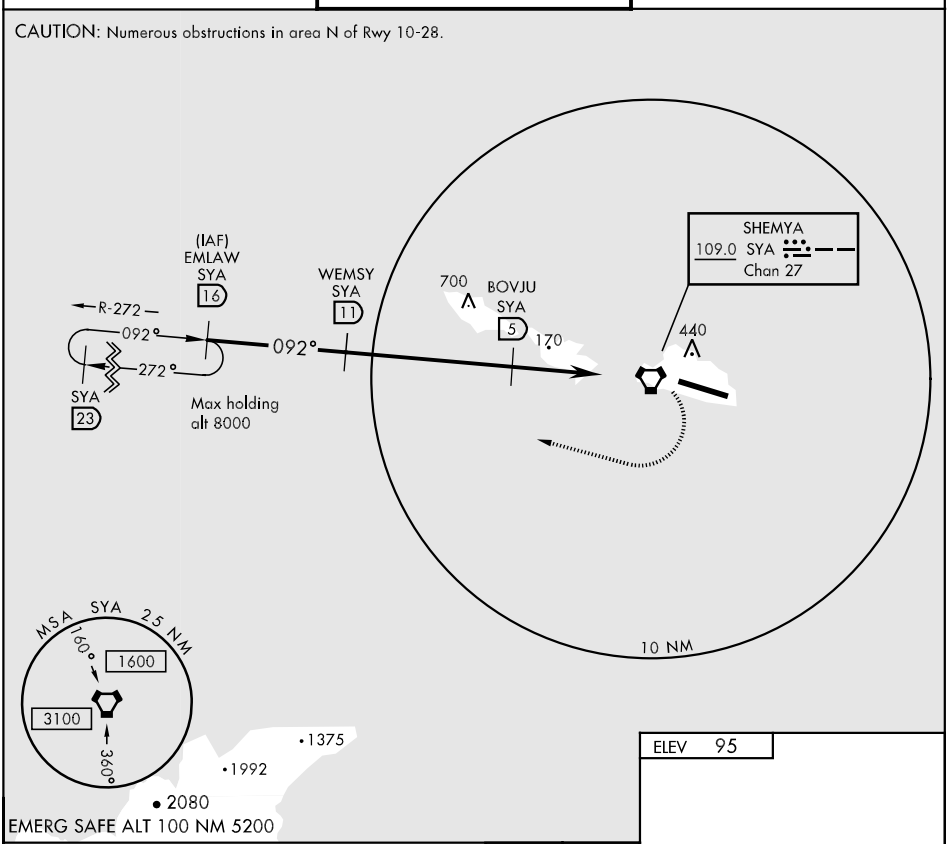
* When ALS inop, increase vis to 1½ mile.
** Circling Not Authorized in area N of Rwy 10-28.

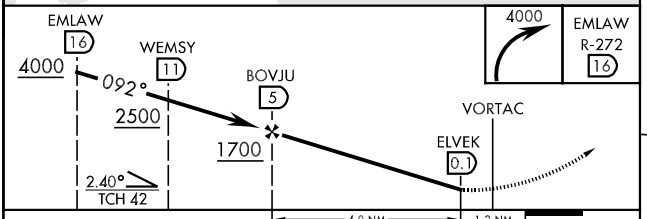
ALSF-1

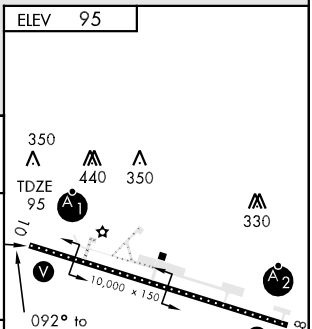
MISSED APPROACH: Climbing right turn direct SYA R-272/16 DME (EMLAW) to 4000 and hold, or higher as may be assigned by ATC.

ANCHORAGE CENTER	CTAF	ASOS
119.1 339.8	127.2 Ⓛ 352.05 Ⓛ	135.65

CAUTION: Numerous obstructions in area N of Rwy 10-28.







CATEGORY	A	B	C	D	E
S-VOR 10 *	500-1 405 (500-1)				
S-TAC 10 *	500-1 405 (500-1)				
CIRCLING **	500-1½ 405 (500-1½)	560-1½ 465 (500-1½)		660-2 565 (600-2)	

HIRL Rwy 10-28
REIL Rwy 10-28

AK, 17 DEC 2009 to 11 FEB 2010

VOR/DME or TACAN RWY 28

VORTAC SYA	APCH CRS	Rwy ldg	TDZE	Arpt Elev
109.0 Chan 27	280°	10,000	88	95

AL-1246 [USAF]

EARECKSON AS (PASY)

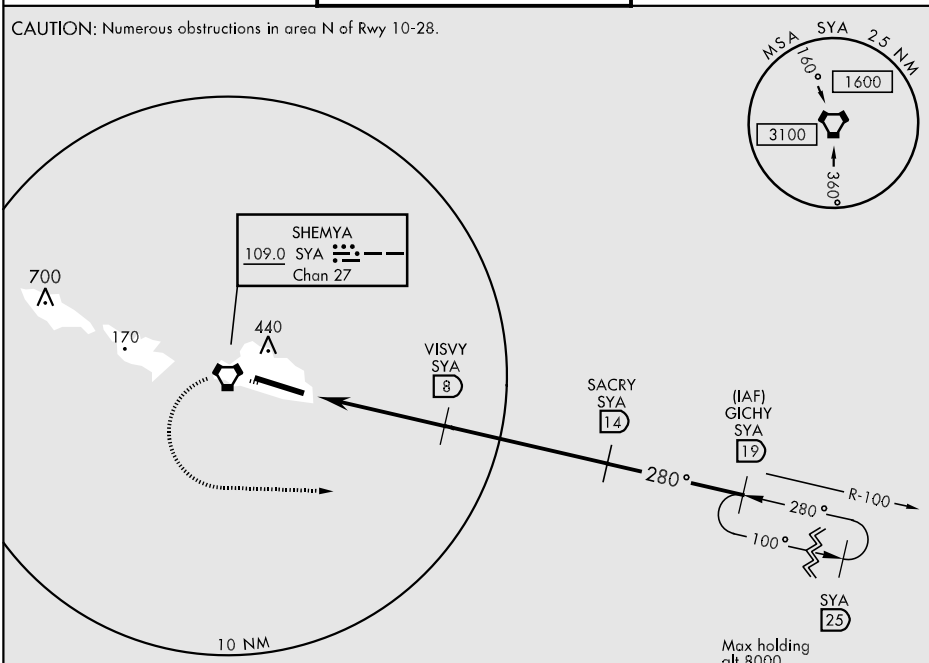
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** Circling Not Authorized in area N of Rwy 10-28.

SALS A2

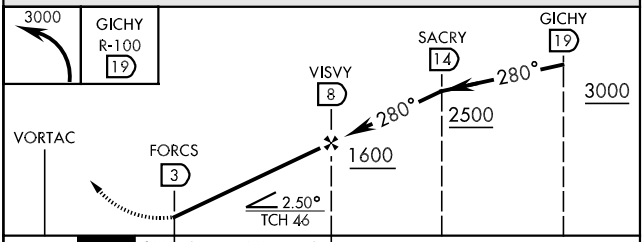
MISSED APPROACH: Climbing left turn direct SYA R-100/19 DME (GICHY) and hold at 3000, or higher as may be directed by ATC.

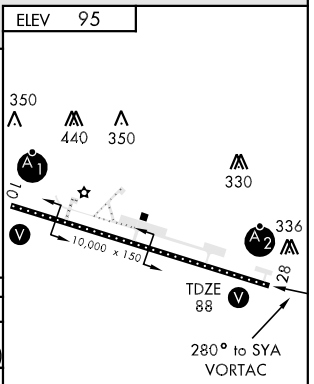
ANCHORAGE CENTER	CTAF	ASOS
119.1 339.8	127.2 (L) 352.05 (L)	135.65

CAUTION: Numerous obstructions in area N of Rwy 10-28.



EMERG SAFE ALT 100 NM 5200





CATEGORY	A	B	C	D	E
S-VOR 28*	660-¾ 572 (600-¾)		660-1¼ 572 (600-1¼)	660-1½ 572 (600-1½)	660-1¾ 572 (600-1¾)
S-TAC 28 *	660-¾ 572 (600-¾)		660-1¼ 572 (600-1¼)	660-1½ 572 (600-1½)	660-1¾ 572 (600-1¾)
CIRCLING**	660-1 565 (600-1)		660-1½ 565 (600-1½)	660-2 565 (600-2)	

HIRL Rwy 10-28
REIL Rwy 10-28

AK, 17 DEC 2009 to 11 FEB 2010

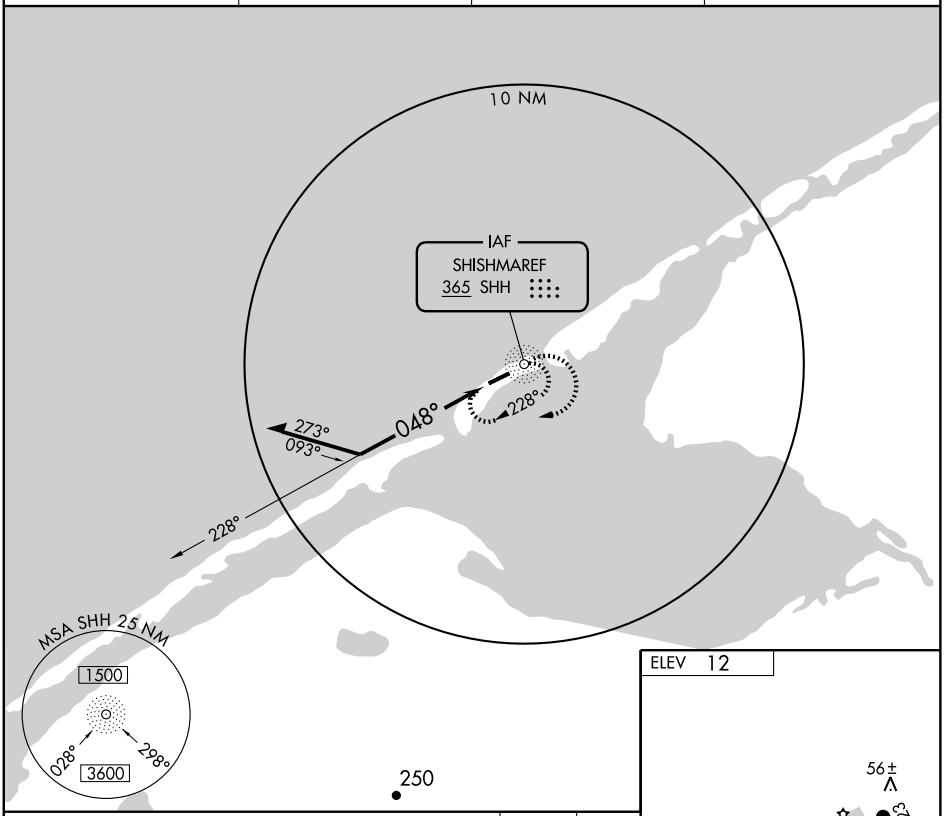
NDB SHH	APP CRS	Rwy Idg	5000
365	048°	TDZE	12
		Apt Elev	12

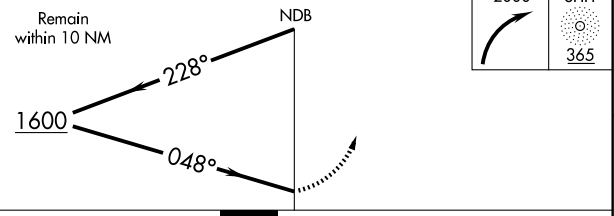
NDB RWY 5

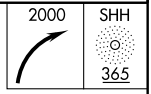
SHISHMAREF (SHH) (PASH)

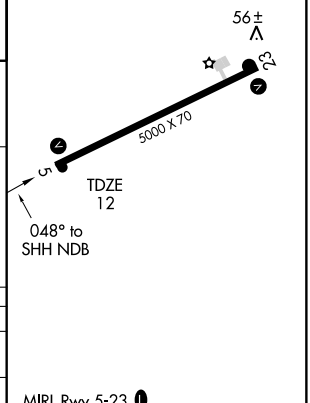
MISSED APPROACH: Climbing right turn to 2000 in SHH NDB holding pattern.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
121.1	119.2 263.0	122.4	123.0 L









CATEGORY	A	B	C	D
S-5	460-1	448 (500-1)	460-1¼ 448 (500-1¼)	460-1½ 448 (500-1½)
CIRCLING	460-1	448 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

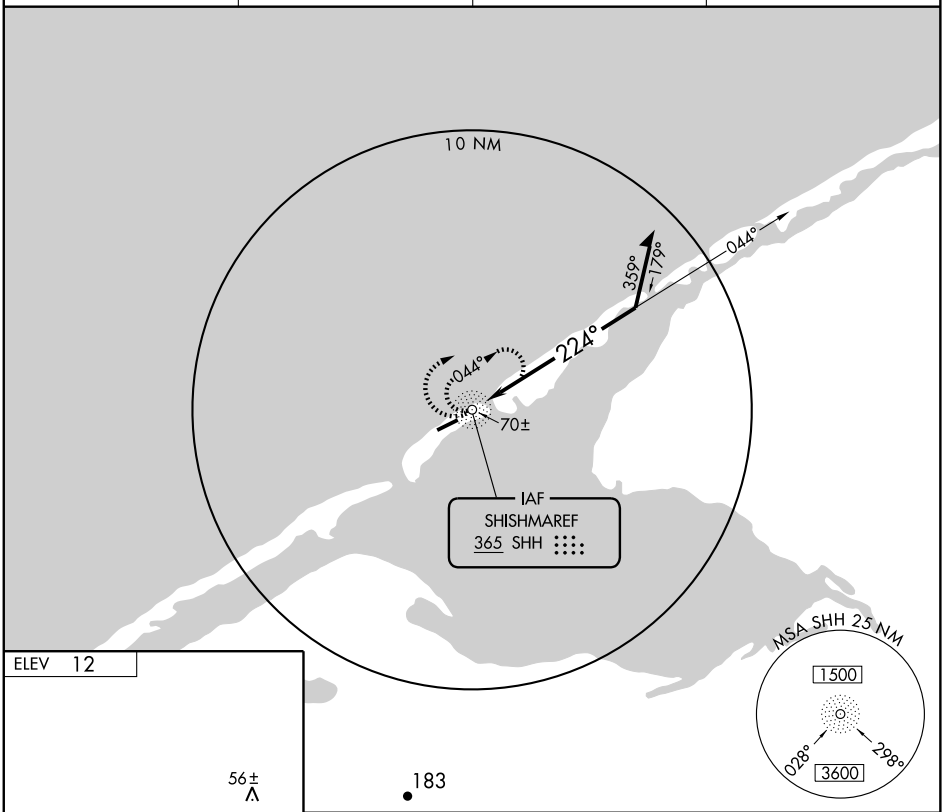
NDB SHH	APP CRS	Rwy Idg	5000
365	224°	TDZE	12
		Apt Elev	12

NDB RWY 23

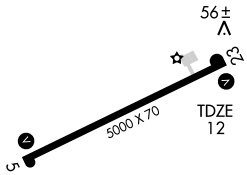
SHISHMAREF (SHH) (PASH)

MISSED APPROACH: Climbing right turn to 2000 in SHH NDB holding pattern.

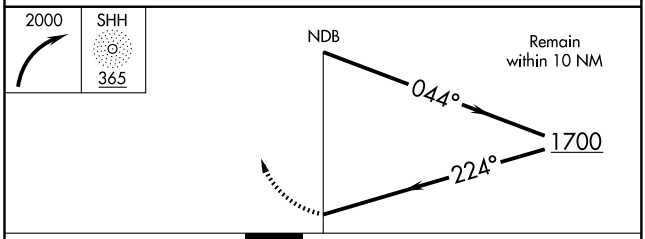
AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
121.1	119.2 263.0	122.4	123.0 L



ELEV 12



183



CATEGORY	A	B	C	D
S-23	480-1	468 (500-1)	480-1¼ 468 (500-1¼)	480-1½ 468 (500-1½)
CIRCLING	480-1	468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

MIRL Rwy 5-23 L

AK, 17 DEC 2009 to 11 FEB 2010

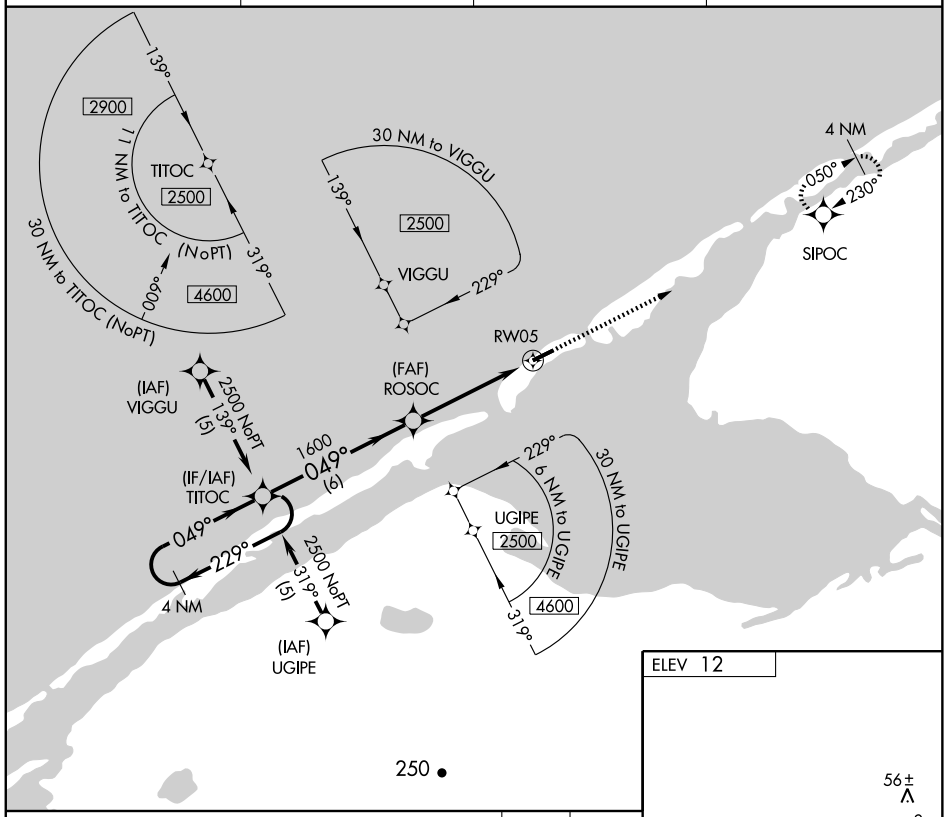
APP CRS	Rwy Idg	5000
049°	TDZE	12
	Apt Elev	12

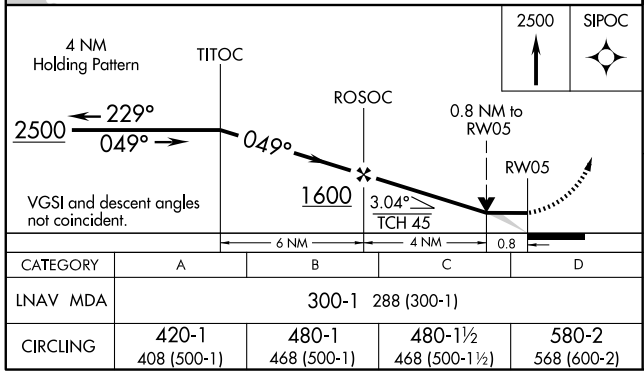
RNAV (GPS) RWY 5
SHISHMAREF (SHH) (PASH)

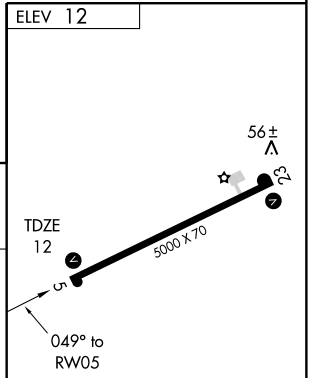
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct SIPOC and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
121.1	119.2 263.0	122.4	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	300-1 288 (300-1)			
CIRCLING	420-1 408 (500-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

MIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	5000
230°	TDZE	12
	Apt Elev	12

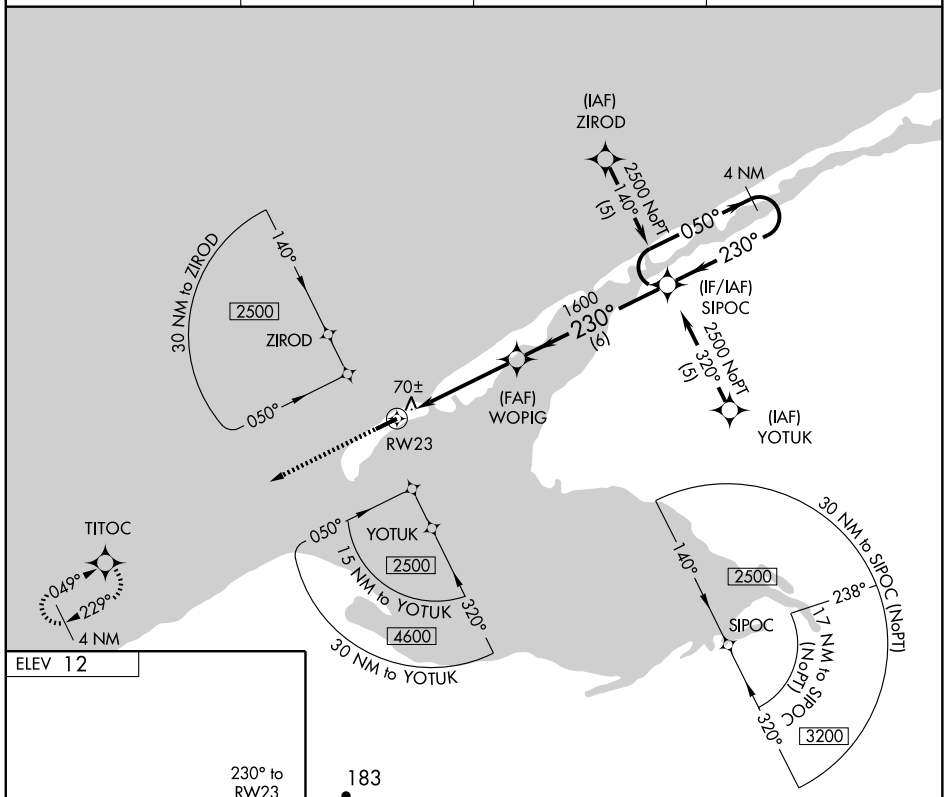
RNAV (GPS) RWY 23

SHISHMAREF (SHH) (PASH)

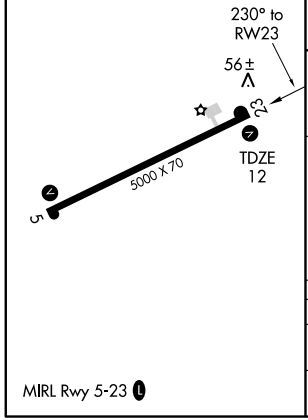
DME/DME RNP-0.3 NA.

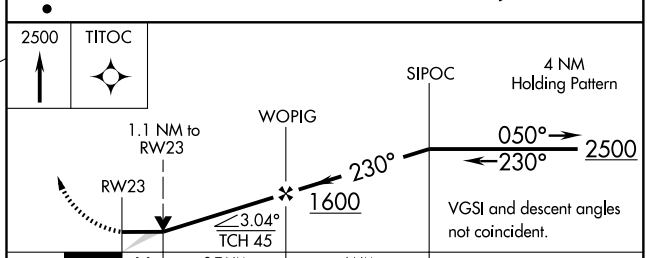
MISSED APPROACH: Climb to 2500 direct TITOC and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
121.1	119.2 263.0	122.4	123.0 L



ELEV 12





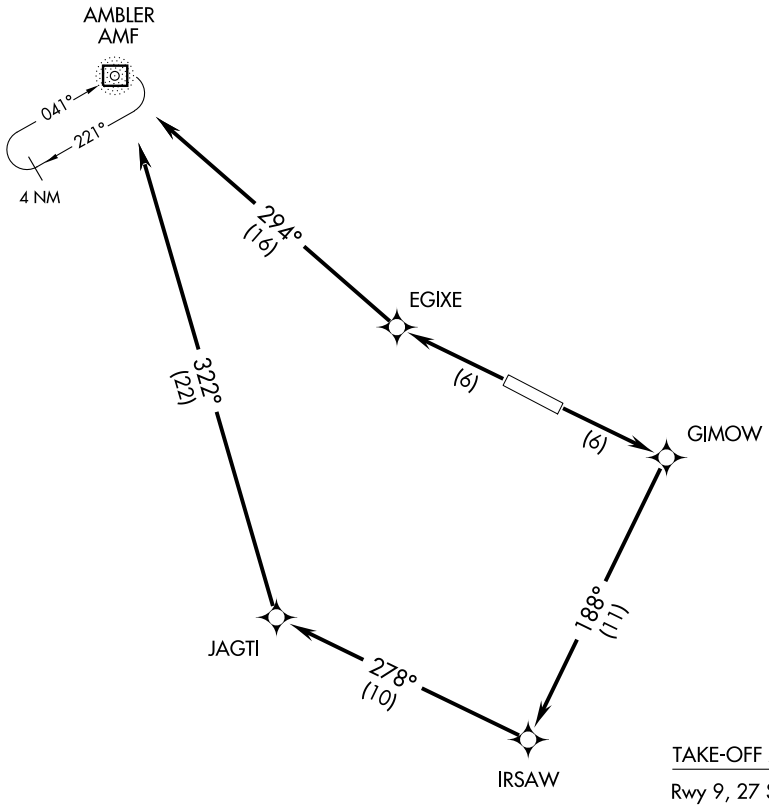
CATEGORY	A	B	C	D
LNAV MDA	380-1 368 (400-1)			380-1¼ 368 (400-1¼)
CIRCLING	420-1 408 (500-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

MIRL Rwy 5-23 L

AK. 17 DEC 2009 to 11 FEB 2010

AMBLR ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
119.2 263.0
CTAF 122.7



TAKE-OFF MINIMUMS:
Rwy 9, 27 Standard.

NOTE: GPS Required
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb to 4000 or ATC assigned higher altitude direct GIMOW, and via track 188° to IRSAW, and via track 278° to JAGTI, and via track 322° to AMF NDB/DME.

TAKE-OFF RWY 27: Climb to 4000 or ATC assigned higher altitude direct EGIXE and via track 294° to AMF NDB/DME.

APP CRS	Rwy Idg	4000
097°	TDZE	184
	Apt Elev	197

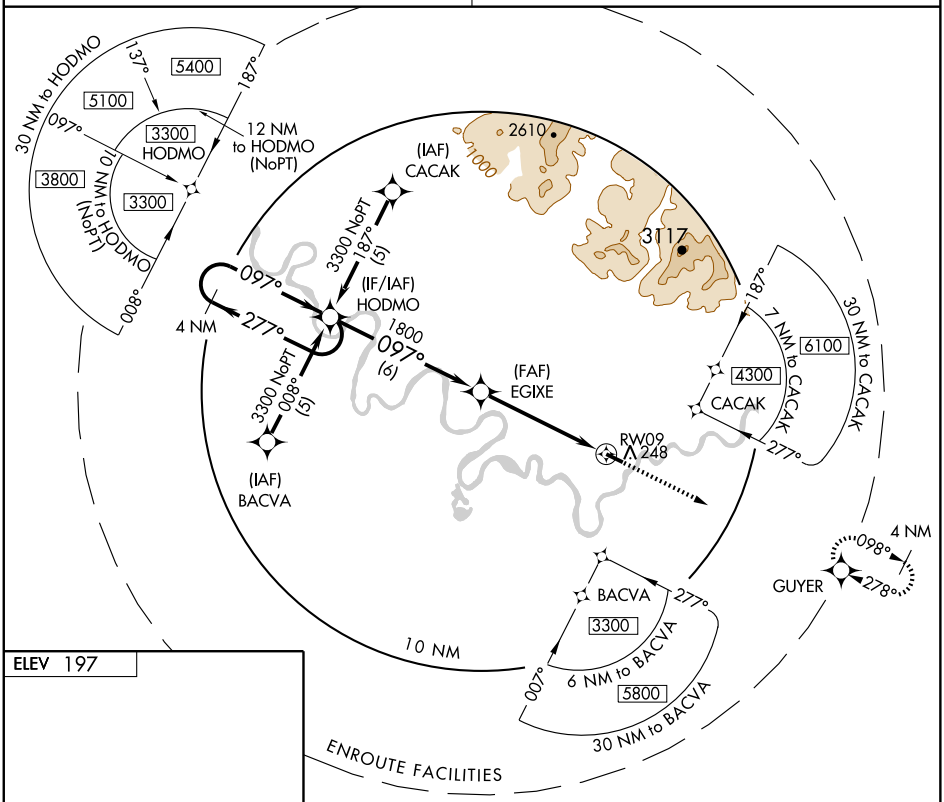
RNAV (GPS) RWY 9

SHUNGNAK (SHG) (PAGH)

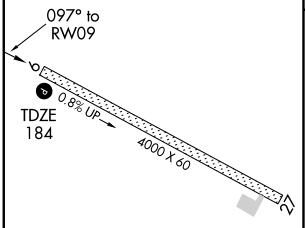
Use Ambler altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5400 direct GUYER WP and hold.

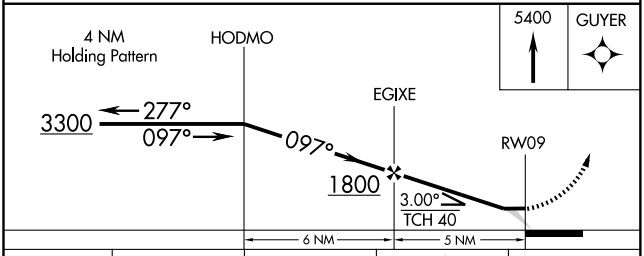
ANCHORAGE CENTER	CTAF
119.2 263.0	122.7 L



ELEV 197



MIRL Rwy 9-27 L



CATEGORY	A	B	C	D
LNAV MDA	1440-1¼ 1256 (1300-1¼)	1440-1½ 1256 (1300-1½)	1440-3 1256 (1300-3)	NA
CIRCLING	1440-1¼ 1243 (1300-1¼)	1440-1½ 1243 (1300-1½)	1440-3 1243 (1300-3)	NA

AK. 17 DEC 2009 to 11 FEB 2010

SHUNGNAK, ALASKA AL-10172 (FAA)

APP CRS	Rwy Idg	4000
278°	TDZE	197
	Apt Elev	197

RNAV (GPS) RWY 27

SHUNGNAK(SHG)(PAGH)

Use Ambler altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct EGIXE WP and via 294° track to AMF NDB and hold.

ANCHORAGE CENTER	CTAF
119.2 263.0	122.7 L

Freq 122.0 required for AMF holding below 6000 MSL.

ENROUTE FACILITIES

FEEDER FACILITIES

10 NM

AMBLER AMF

041°

221°

4 NM

294°

EGIXE

7500

096°

(37.9)

248

RW27

KESBE
4.6 NM to
RW 27

(FAF)
HEBOR

3100

278°

(4)

MUPTE
4 NM to
HEBOR

(IAF)
CISVO

5400 NoPT

188°

(5)

4200

278°

(4)

098°

4 NM

278°

(IF/IAF)
GUYER

SELAWIK
WLK

6400

063°

(83.6)

1060

2760

2730

1000

30 NM to CISVO

7500

11 NM to CISVO

188°

098°

5800

CISVO

188°

7400

8 NM to GUYER

098°

5800

256°

GUYER

6400

30 NM to GUYER

AK, 17 DEC 2009 to 11 FEB 2010

ELEV 197

0.8% UP

4000 X 60

TDZE
197

278° to
RW27

227 ±

MIRL Rwy 9-27 L

5000	EGIXE	TRK 294°	AMF 403

RW27

3.00°

TCH 40

1700

KESBE
4.6 NM to
RW27

HEBOR

3100

MUPTE
4 NM to
HEBOR

4200

278°

GUYER

4 NM
Holding Pattern

098°

278°

5400

4.6 NM | 4.4 NM | 4 NM | 4 NM

CATEGORY	A	B	C	D
LNAV MDA	600-1 403 (500-1)		600-1¼ 403 (500-1¼)	NA
CIRCLING	660-1 463 (500-1)		660-1½ 463 (500-1½)	NA

(BKA1.BKA) 09127 BIORKA ONE DEPARTURE (OBSTACLE)

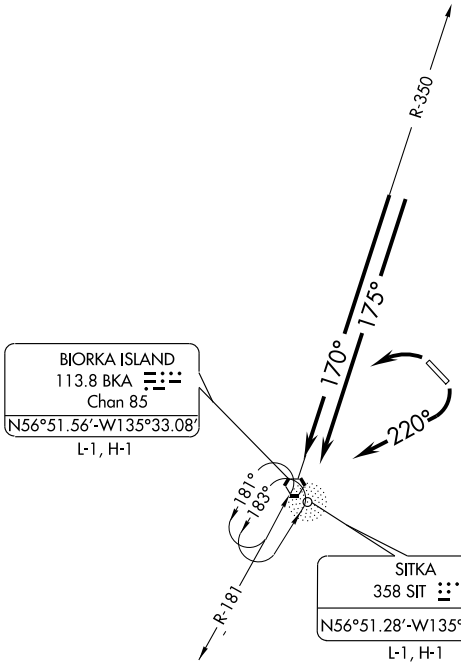
SITKA ROCKY GUTIERREZ (SIT) (PASI)
SITKA, ALASKA

ATIS 135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF)
UNICOM 122.95

WARNING: High Terrain all Quadrants
Mount Edgecumbe 3201' 13 NM
SW of Sitka.

TAKE-OFF OBSTACLES

NOTE: Rwy 11: Multiple trees beginning 2611'from DER, 753' left of centerline, up to 100' AGL/198' MSL. Multiple trees 1942' from DER, 569' right of centerline, up to 75' AGL/136' MSL. Rwy 29: Tree, 401' from DER, 579' right of centerline, 34' AGL/55' MSL. Obstruction Lighting Windsock 81' from DER, 415' right of centerline, 17' AGL/38' MSL. Bush 157' from DER, 505' right of centerline, 13' AGL/34' MSL. Bush 168' from DER, 457' right of centerline, 10'AGL/31' MSL.



TAKE-OFF MINIMUMS:

Runway 11, Standard with the following minimum climb requirements: 180 knots or less, 390' per NM to 1600; more than 180 knots, 640' per NM to 3400, or 3800-3 for climb in visual conditions.
Runway 29, Standard with minimum climb of 221' per NM to 900, or 3800-3 for climb in visual conditions.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climbing right turn heading 220° to intercept BKA R-350 to BKA VORTAC or SIT NDB 175° course to SIT NDB, or for climb in visual conditions: cross Sitka Rocky Gutierrez Airport at or above 3700 then proceed direct BKA VORTAC or SIT NDB. Thence....

TAKE-OFF RUNWAY 29: Climbing left turn, direct BKA VORTAC or SIT NDB, or for climb in visual conditions: cross Sitka Rocky Gutierrez Airport at or above 3700 then proceed direct BKA VORTAC or SIT NDB. Thence....

....Climb in BKA holding pattern (hold south, left turn 001° inbound) or SIT holding pattern (hold south, left turn 003° inbound) to MEA for route of flight.

AK, 17 DEC 2009 to 11 FEB 2010

SITKA, ALASKA

AL-5414 (FAA)

LOC I-SIT	APP CRS	Rwy Idg	6500
108.9	112°	TDZE	19
Chan 26		Apt Elev	21

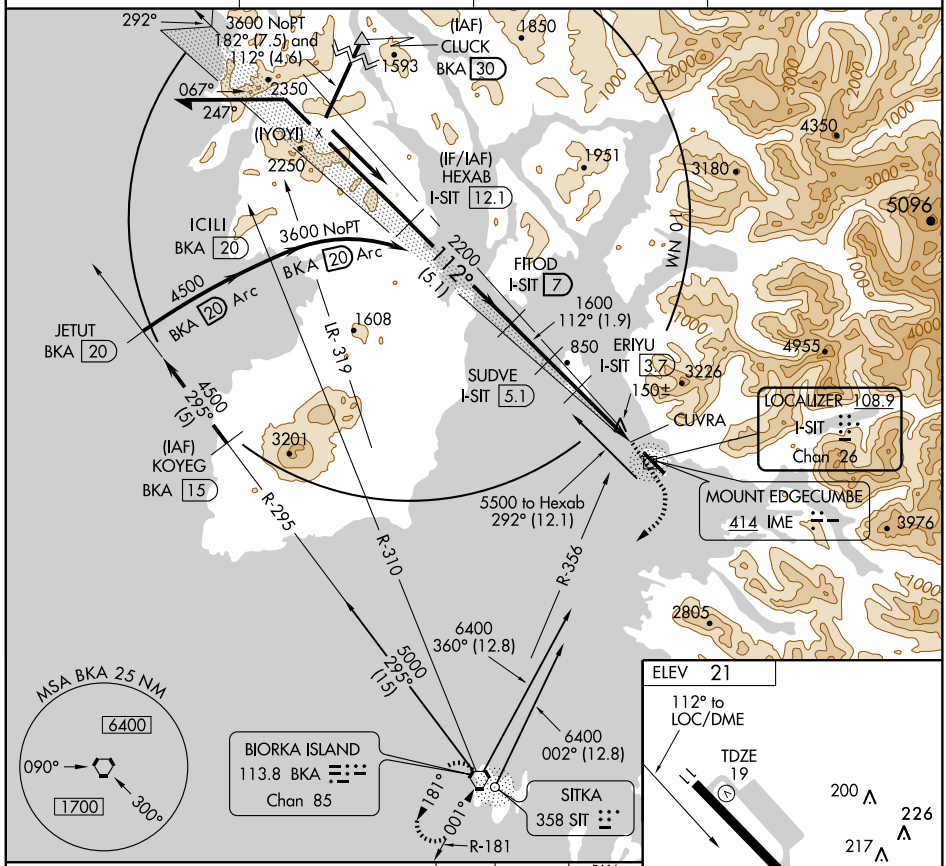
LDA/DME RWY 11

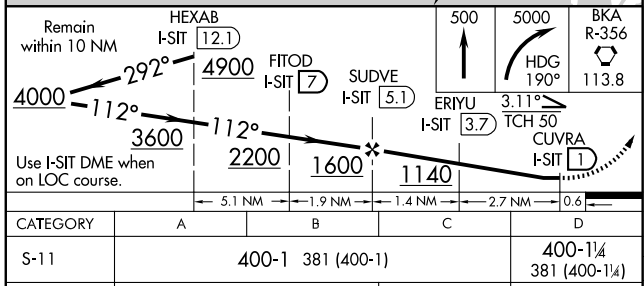
SITKA ROCKY GUTIERREZ (SIT) (PASI)

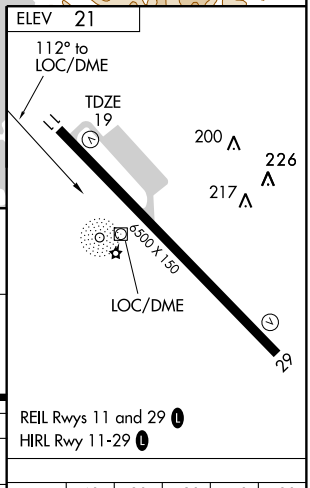
If local altimeter setting not received, procedure NA.
Circling not authorized north of Rwy 11-29.

MISSED APPROACH: Climb to 500 then climbing right turn to 5000 via heading 190° and BKA R-356 to BKA VORTAC and hold, continue climb-in-hold to 5000.

ATIS	ANCHORAGE CENTER	SITKA RADIO	UNICOM
135.9	126.1 335.5	123.6 (CTAF) L 122.2	122.95







REIL Rwys 11 and 29 L
HIRL Rwy 11-29 L

CATEGORY	A	B	C	D
S-11	400-1 381 (400-1)			400-1¼ 381 (400-1¼)
CIRCLING	480-1 459 (500-1)		480-1½ 459 (500-1½)	580-2 559 (600-2)

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	6500
112°	TDZE	19
	Apt Elev	21

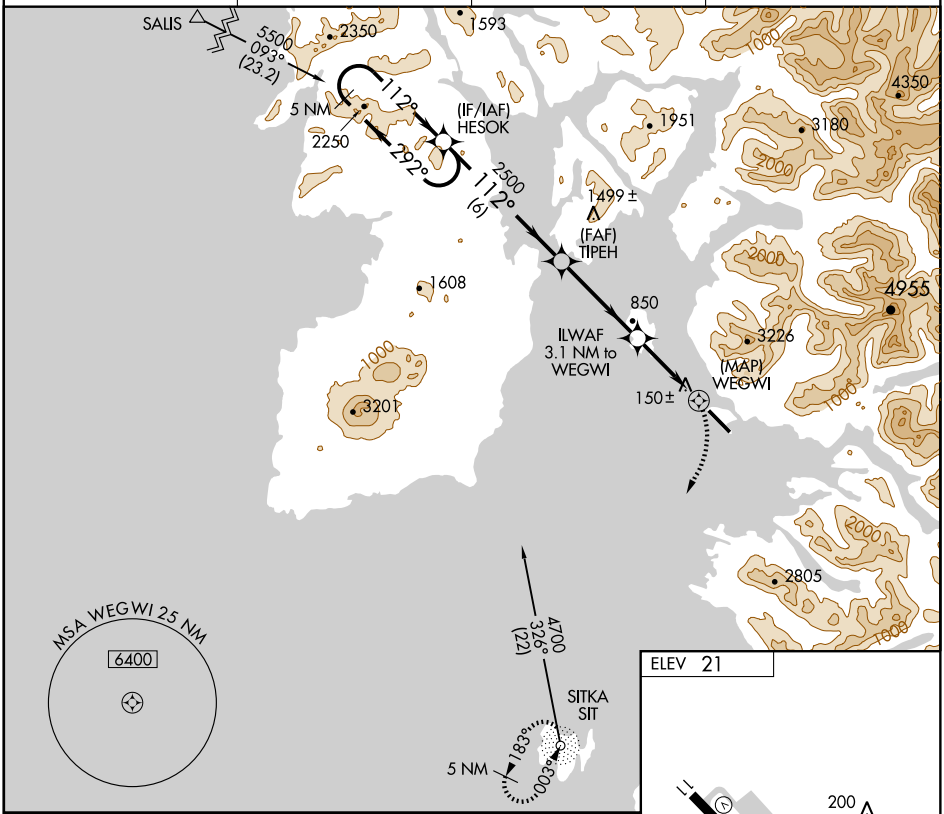
RNAV (GPS) RWY 11

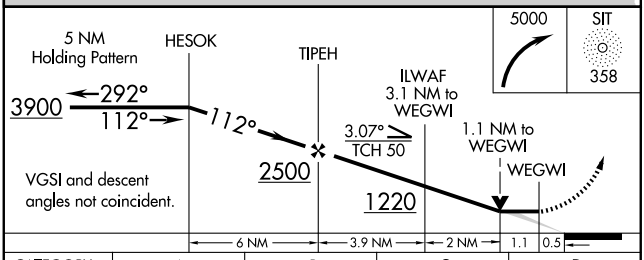
SITKA ROCKY GUTIERREZ (SIT) (PASI)

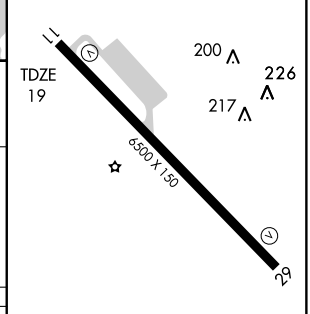
Circling NA north of Rwy 11-29.
If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct SIT NDB and hold, continue climb-in-hold to 5000.

ATIS	ANCHORAGE CENTER	SITKA RADIO	UNICOM
135.9	126.1 335.5	123.6 (CTAF) L 122.2	122.95







CATEGORY	A	B	C	D
LNAV MDA	580-1	561 (600-1)	580-1½ 561 (600-1½)	580-1¾ 561 (600-1¾)
CIRCLING	580-1	559 (600-1)	580-1½ 559 (600-1½)	580-2 559 (600-2)

REIL Rwys 11 and 29 L
HIRL Rwy 11-29 L

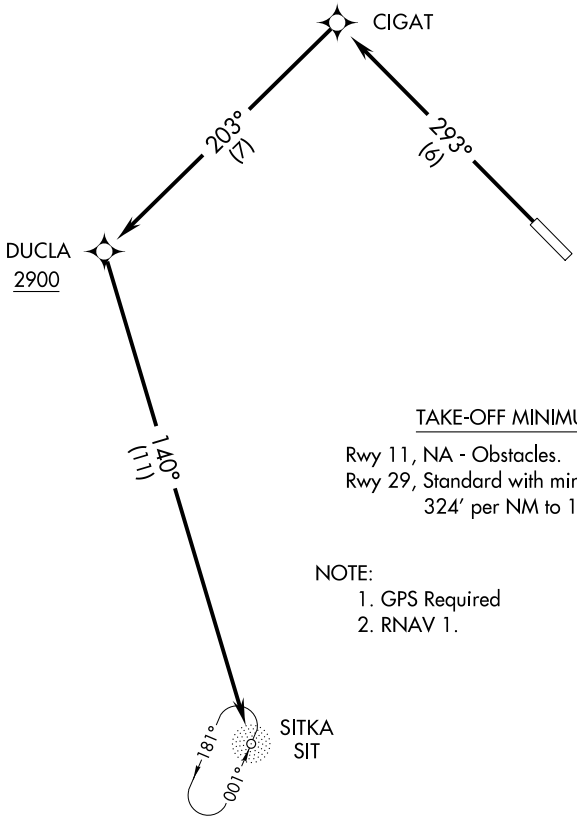
AK, 17 DEC 2009 to 11 FEB 2010

ROCKI ONE DEPARTURE (RNAV)

SITKA ROCKY GUTIERREZ (SIT) (PASI)
SITKA, ALASKA

ATIS 135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF) 122.2

NOTE: Chart not to scale.



TAKE-OFF MINIMUMS

Rwy 11, NA - Obstacles.
Rwy 29, Standard with minimum climb of 324′ per NM to 1400′.

NOTE:
1. GPS Required
2. RNAV 1.

TAKE-OFF OBSTACLES

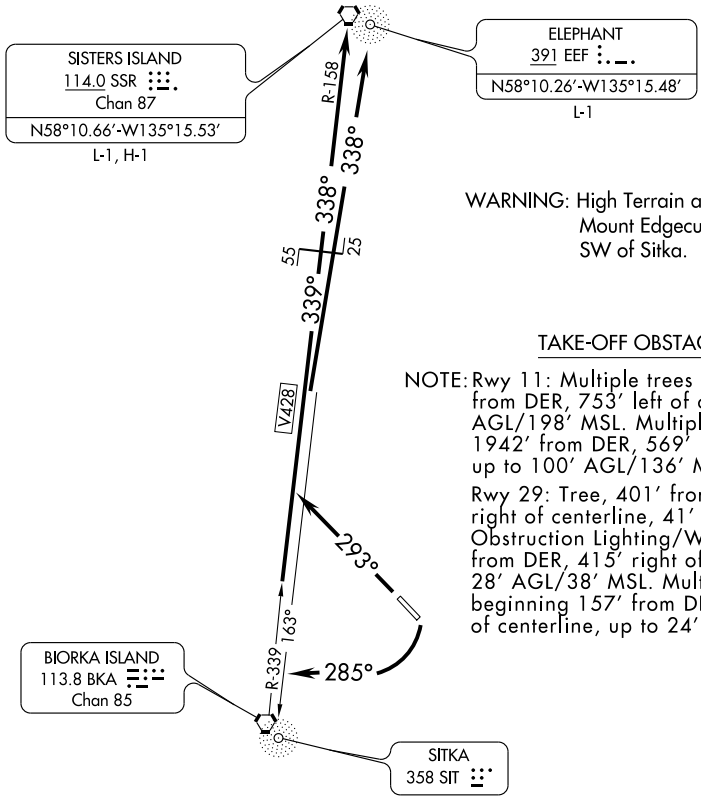
NOTE: Rwy 29, tree 401′ from departure end of runway, 579′ right of centerline, 41′ AGL/55′ MSL. Obstruction light on windsock 81′ from departure end of runway, 415′ right of centerline, 28′ AGL/38′ MSL. Multiple bushes beginning 157′ from departure end of runway, 457′ right of centerline, up to 24′ AGL/34′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 29: Climb via heading 293° to 4000 or ATC assigned altitude direct CIGAT, and via 203° track to cross DUCLA at or above 2900, then via 140° track to SIT NDB.

AK, 17 DEC 2009 to 11 FEB 2010

ATIS 135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF) 122.2



WARNING: High Terrain all Quadrants
Mount Edgecumbe 3201' 13 NM
SW of Sitka.

TAKE-OFF OBSTACLES

NOTE: Rwy 11: Multiple trees beginning 2611' from DER, 753' left of centerline, 100' AGL/198' MSL. Multiple trees beginning 1942' from DER, 569' right of centerline, up to 100' AGL/136' MSL.

Rwy 29: Tree, 401' from DER, 579' right of centerline, 41' AGL/55' MSL. Obstruction Lighting/Windsock 81' from DER, 415' right of centerline, 28' AGL/38' MSL. Multiple bushes beginning 157' from DER, 457' right of centerline, up to 24' AGL/34' MSL.

TAKE-OFF MINIMUMS:

Runway 11, Standard with the following minimum climb requirements: 180 knots or less, 390' per NM to 4500; more than 180 knots, 640' per NM to 3400.
Runway 29, Standard with minimum climb of 357' per NM to 5400.

NOTE: Chart not to scale.

AK, 17 DEC 2009 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climbing right turn to heading 285° to join V428 to SSR VORTAC or SIT 343° bearing from SIT NDB and EEF 338° bearing to EEF NDB.

TAKE-OFF RUNWAY 29: Climb via heading 293° to join V428 to SSR VORTAC or SIT 343° bearing from SIT NDB and EEF 338° bearing to EEF NDB.

VORTAC BKA	APP CRS	Rwy Idg	N/A
113.8	001°	TDZE	N/A
Chan 85		Apt Elev	21

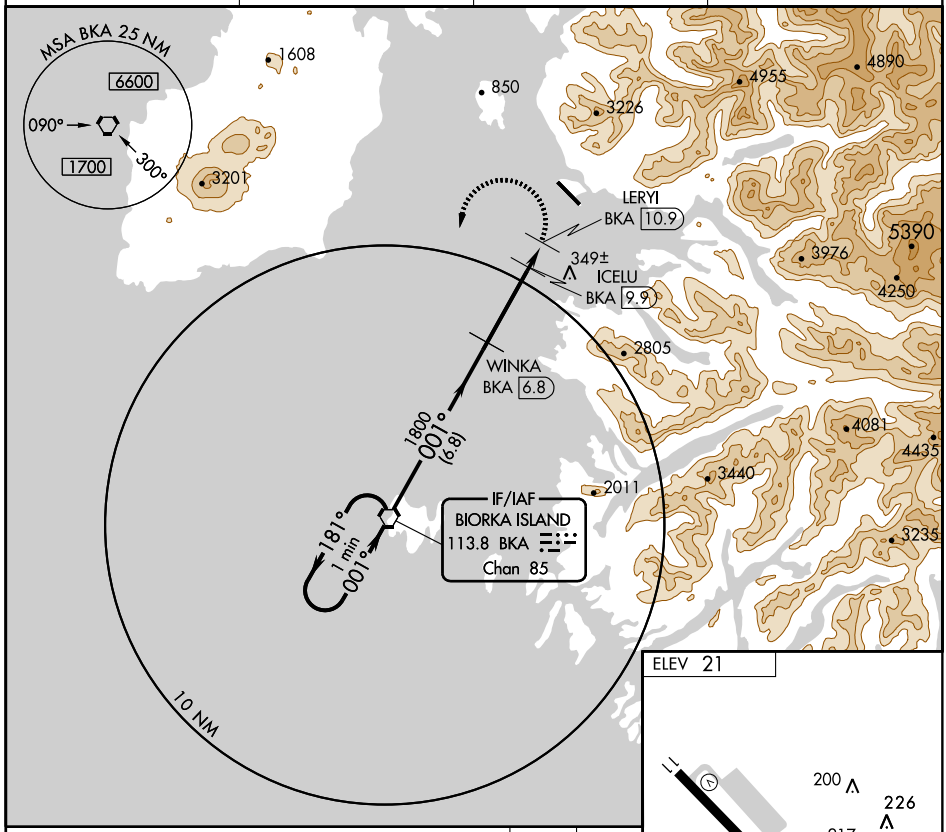
VOR/DME-A

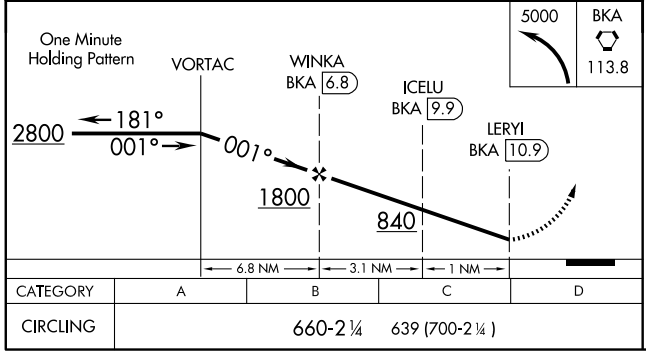
SITKA ROCKY GUTIERREZ (SIT) (PASI)

When local altimeter setting not received, procedure NA.
Circling NA north of runway 11-29.

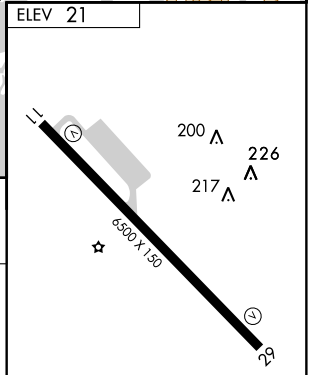
MISSED APPROACH: Climbing left turn to 5000 direct BKA VORTAC and hold, continue climb-in-hold to 5000.

ATIS	ANCHORAGE CENTER	SITKA RADIO	UNICOM
135.9	126.1 335.5	123.6 (CTAF) L 122.2	122.95





CATEGORY	A	B	C	D
CIRCLING	660-2 ¼	639 (700-2 ¼)		



REIL Rwys 11 and 29 L
HIRL Rwy 11-29 L

AK, 17 DEC 2009 to 11 FEB 2010

SOLDOTNA, ALASKA

AL-5464 (FAA)

NDB/DME OLT 346 Chan 106 (115.9)	APP CRS 066°	Rwy Idg 5000 TDZE 95 Apt Elev 108

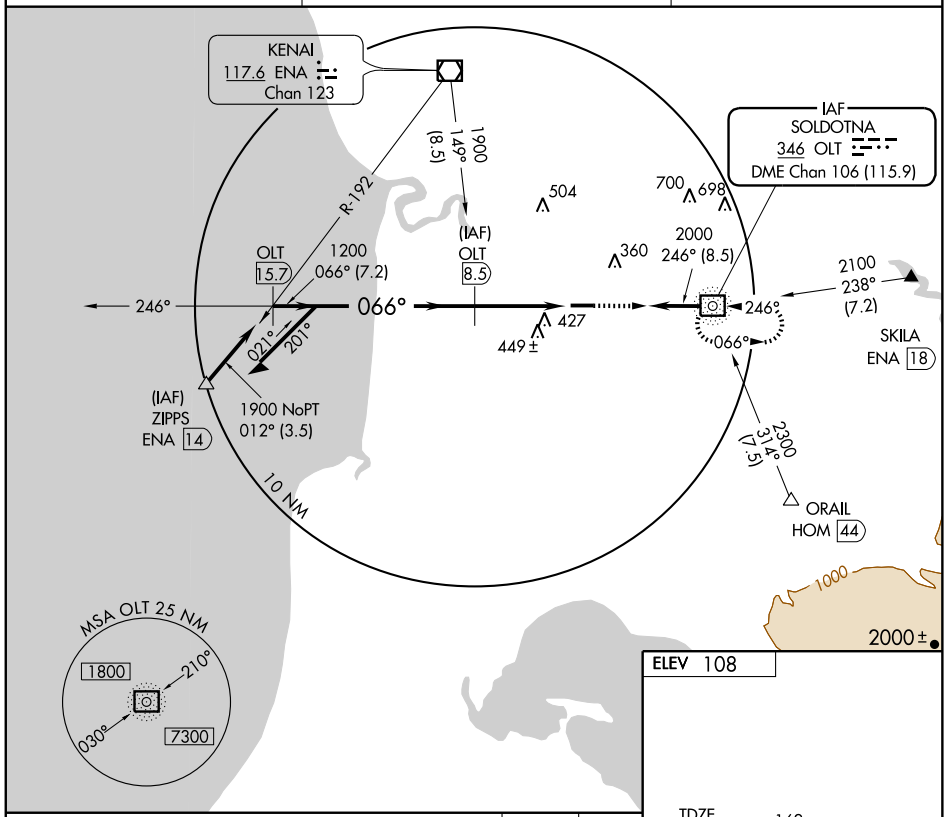
NDB/DME RWY 7

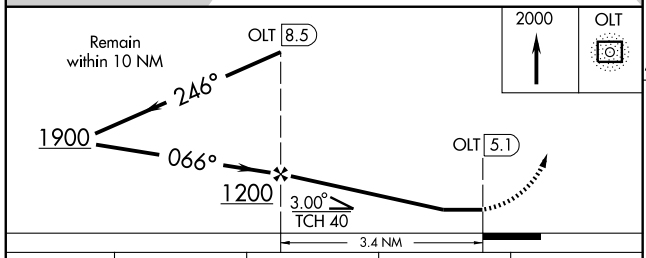
SOLDOTNA (SXQ)(PASX)

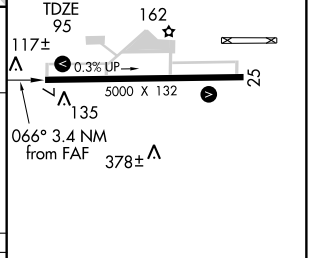
Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climb to 2000 direct OLT NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.45	125.7 379.1	122.5 L







CATEGORY	A	B	C	D
S-7	860-1 765 (800-1)	860-1¼ 765 (800-1¼)	860-2¼ 765 (800-2¼)	860-2½ 765 (800-2½)
CIRCLING	860-1 752 (800-1)	860-1¼ 752 (800-1¼)	860-2¼ 752 (800-2¼)	860-2½ 752 (800-2½)

MIRL Rwy 7-25 L

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

NDB/DME OLT 346 Chan 106 (115.9)	APP CRS 246°	Rwy Idg 5000 TDZE 107 Apt Elev 108

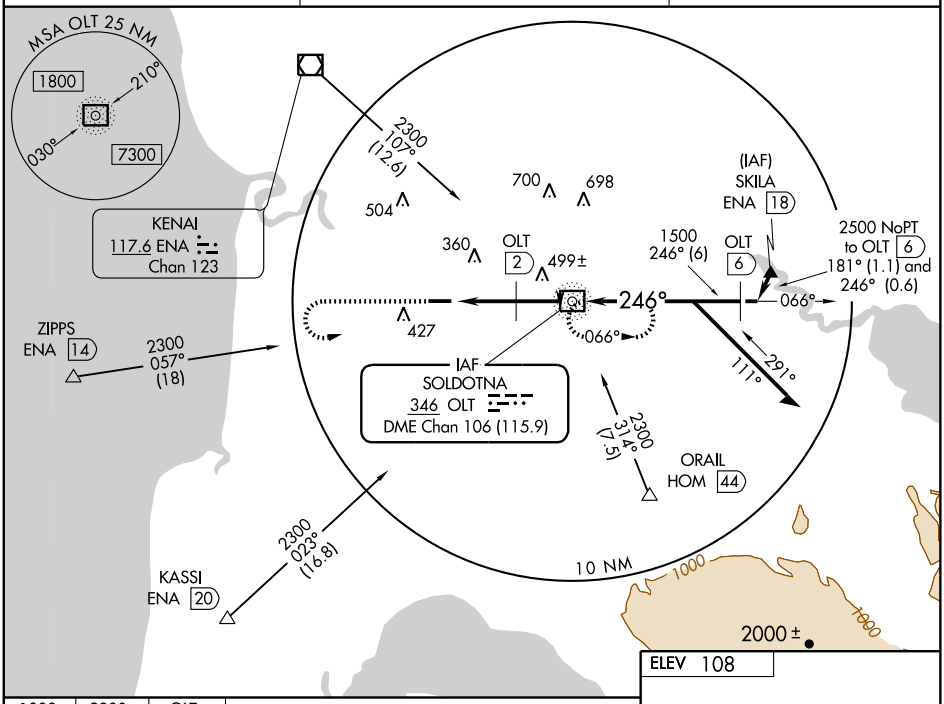
NDB RWY 25

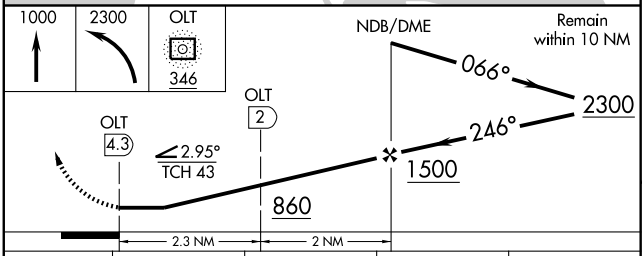
SOLDOTNA (SXQ)(PASX)

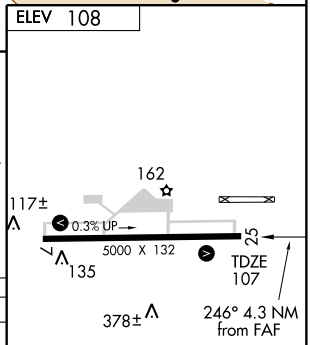
Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climb to 1000 and then climbing left turn to 2300 direct OLT NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.45	125.7 379.1	122.5 L







CATEGORY	A	B	C	D
S-25	860-1 753 (800-1)	860-1¼ 753 (800-1¼)	860-2¼ 753 (800-2¼)	860-2½ 753 (800-2½)
CIRCLING	860-1 752 (800-1)	860-1¼ 752 (800-1¼)	860-2¼ 752 (800-2¼)	860-2½ 752 (800-2½)
DME MINIMA				
S-25	760-1 653 (700-1)		760-1¾ 653 (700-1¾)	760-2 653 (700-2)
CIRCLING	760-1 652 (700-1)		760-1¾ 652 (700-1¾)	760-2 652 (700-2)

MIRL Rwy 7-25 L

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

AK. 17 DEC 2009 to 11 FEB 2010

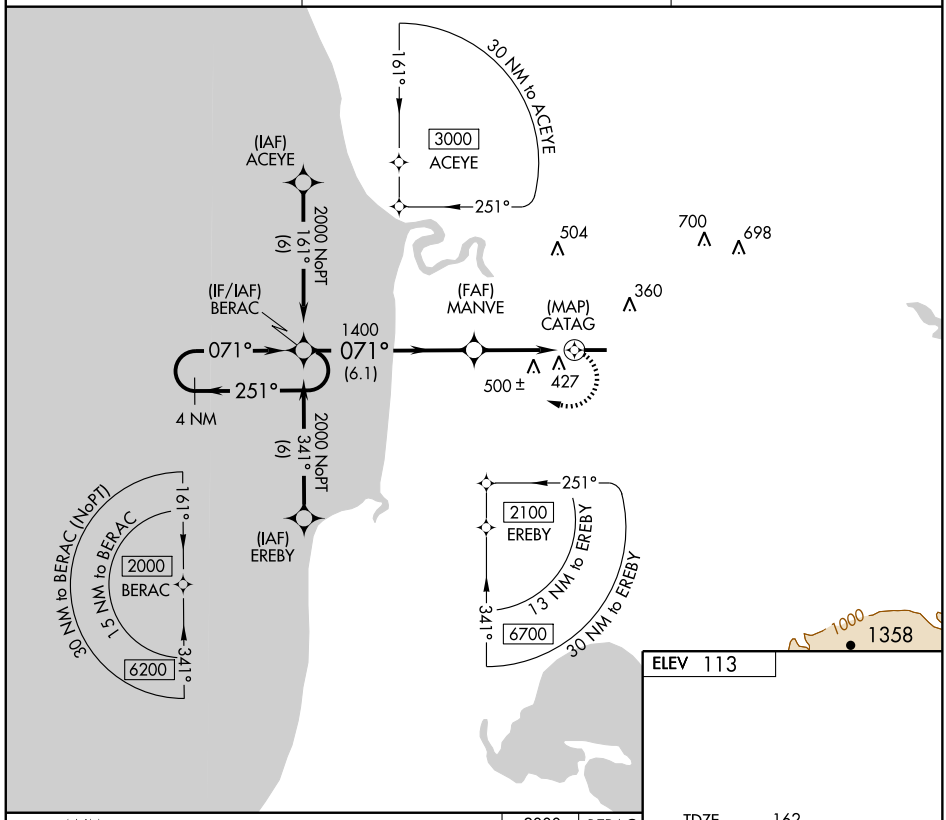
APP CRS	Rwy Idg	5000
071°	TDZE	102
	Apt Elev	113

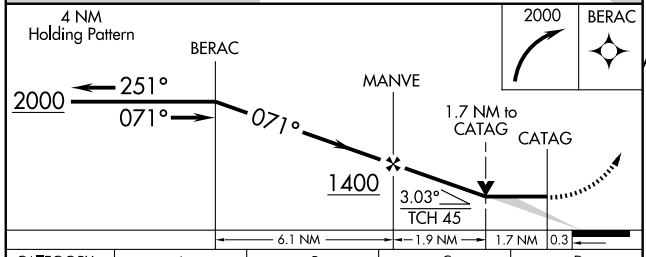
RNAV (GPS) RWY 7
SOLDOTNA (SXQ)(PASX)

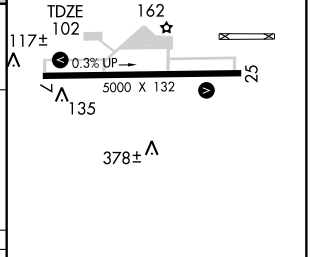
If local altimeter setting not received, use Kenai altimeter setting and increase all MDAs 40 feet. VDP NA when using Kenai altimeter setting. Circling not authorized south of Rwy 7-25. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct BERAC and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.45	125.7 379.1	122.5 L







CATEGORY	A	B	C	D
LNAV MDA	800-1	698 (700-1)	800-2 698 (700-2)	800-2¼ 698 (700-2¼)
CIRCLING	800-1	687 (700-1)	800-2 687 (700-2)	800-2¼ 687 (700-2¼)

MIRL Rwy 7-25 L

AK, 17 DEC 2009 to 11 FEB 2010

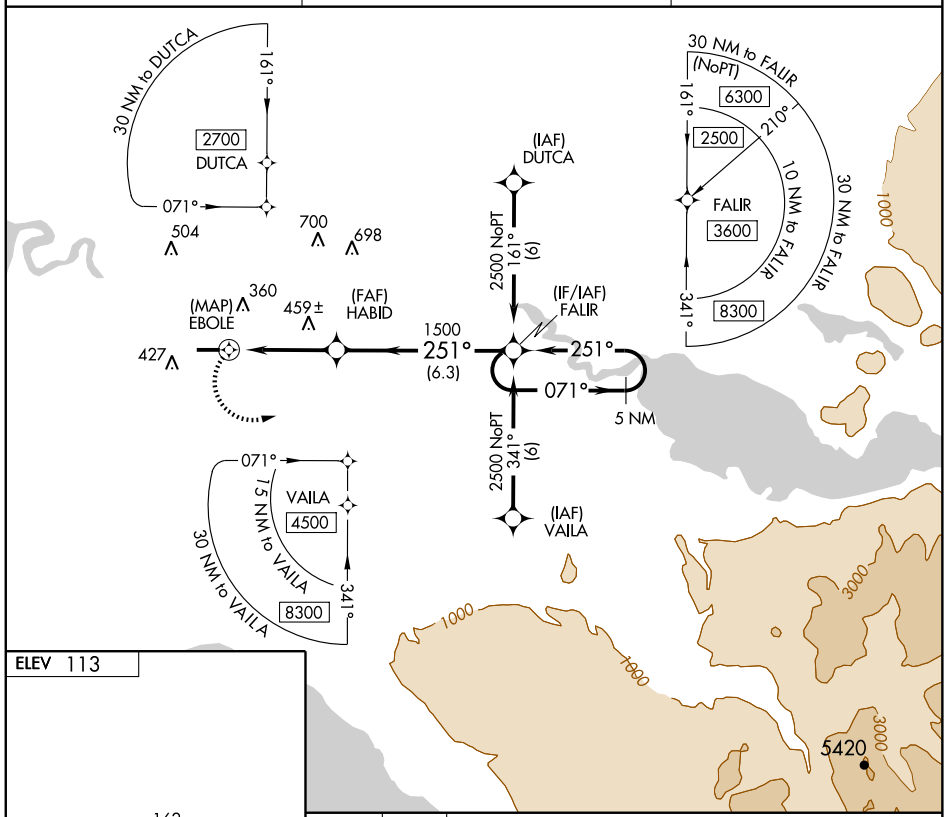
APP CRS	Rwy Idg	5000
251°	TDZE	113
	Apt Elev	113

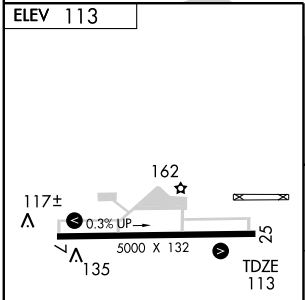
RNAV (GPS) RWY 25
SOLDOTNA (SXQ)(PASX)

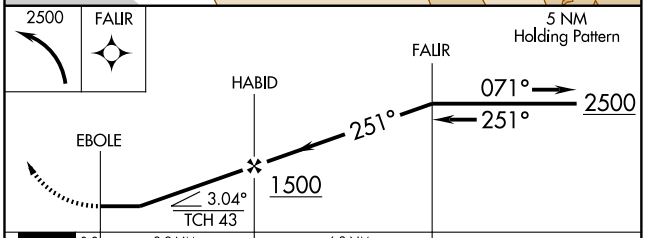
If local altimeter setting not received, use Kenai altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. Circling not authorized south of Rwy 7-25. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct FALIR and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.45	125.7 379.1	122.5 (L)







CATEGORY	A	B	C	D
LNAV MDA	720-1 607 (700-1)		720-1¾ 607 (700-1¾)	720-2 607 (700-2)
CIRCLING	720-1 607 (700-1)		720-1¾ 607 (700-1¾)	720-2 607 (700-2)

MIRL Rwy 7-25 (L)

AK. 17 DEC 2009 to 11 FEB 2010

SOLDOTNA, ALASKA

AL-5464 (FAA)

VOR/DME ENA	APP CRS	Rwy Idg	N/A
117.6	126°	TDZE	N/A
Chan 123		Apt Elev	108

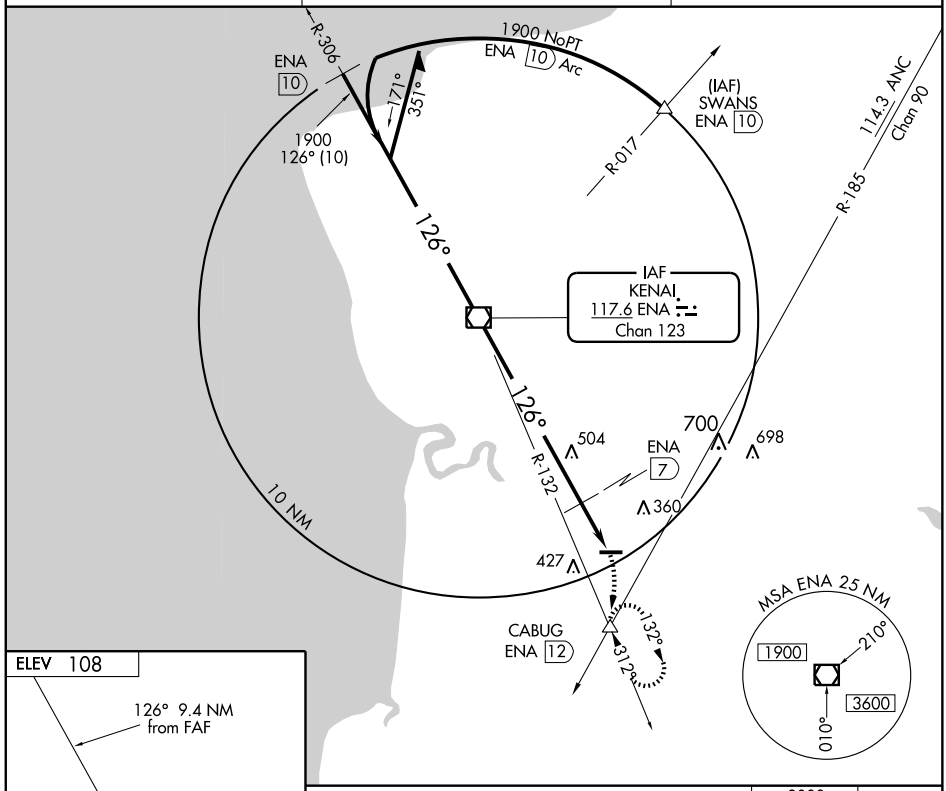
VOR-A

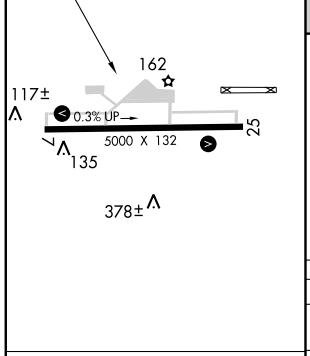
SOLDOTNA (SXQ)(PASX)

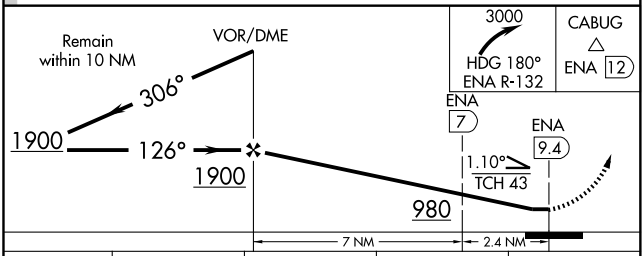
Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 3000 via heading 180° and ENA R-132 to CABUG Int and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
135.45	125.7 379.1	122.5 L







CATEGORY	A	B	C	D
CIRCLING	980-1 872 (900-1)	980-1½ 872 (900-1½)	980-2½ 872 (900-2½)	980-2¾ 872 (900-2¾)

FAF to MAP 9.4 NM					
Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

DME MINIMUMS			
CIRCLING	760-1 652 (700-1)	760-1¾ 652 (700-1¾)	760-2 652 (700-2)

AK. 17 DEC 2009 to 11 FEB 2010

NDB RWY 34

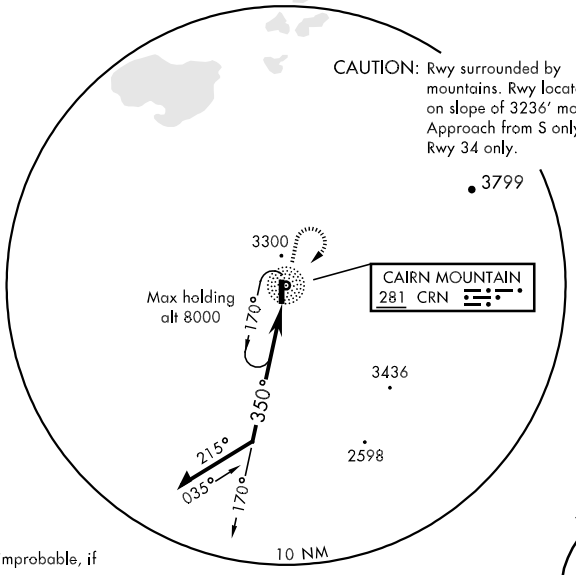
NDB CRN	APCH CRS	Rwy ldg / THRE / Arpt Elev
281	350°	4198 / 1383 / 1585

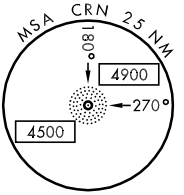
AL-2332 [USAF] — SPARREVOHN LRRS (PASV)

MISSED APPROACH: Climb on track 350° until passing 4200, then turn right climbing to 5500 direct CRN and hold. Climb in holding authorized.

ANCHORAGE CENTER	KENAI RCO	SPARREVOHN RADIO	AWOS-3
134.3 351.8	122.5	126.2	

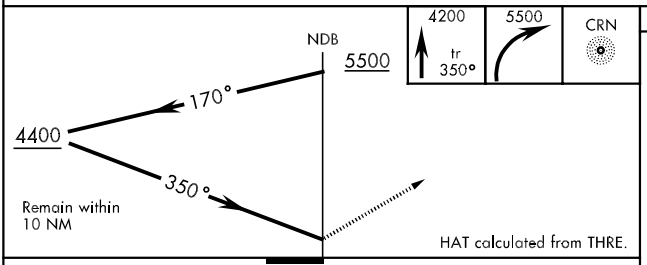
MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.

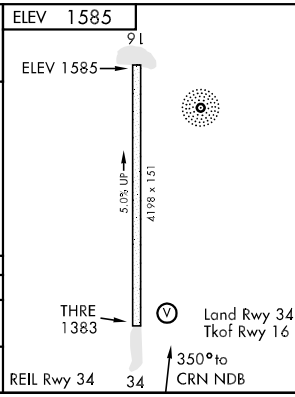




Night operations not authorized.

EMERG SAFE ALT 100 NM 13,500





CATEGORY	A	B	C	D
S-34	3520-1¼ 2137 (2000-1¼)	3520-1½ 2137 (2000-1½)	3520-3 2137 (2000-3)	
CIRCLING	NOT AUTHORIZED			

AK, 17 DEC 2009 to 11 FEB 2010

ILS RWY 11

ST GEORGE (PBV) (PAPB)

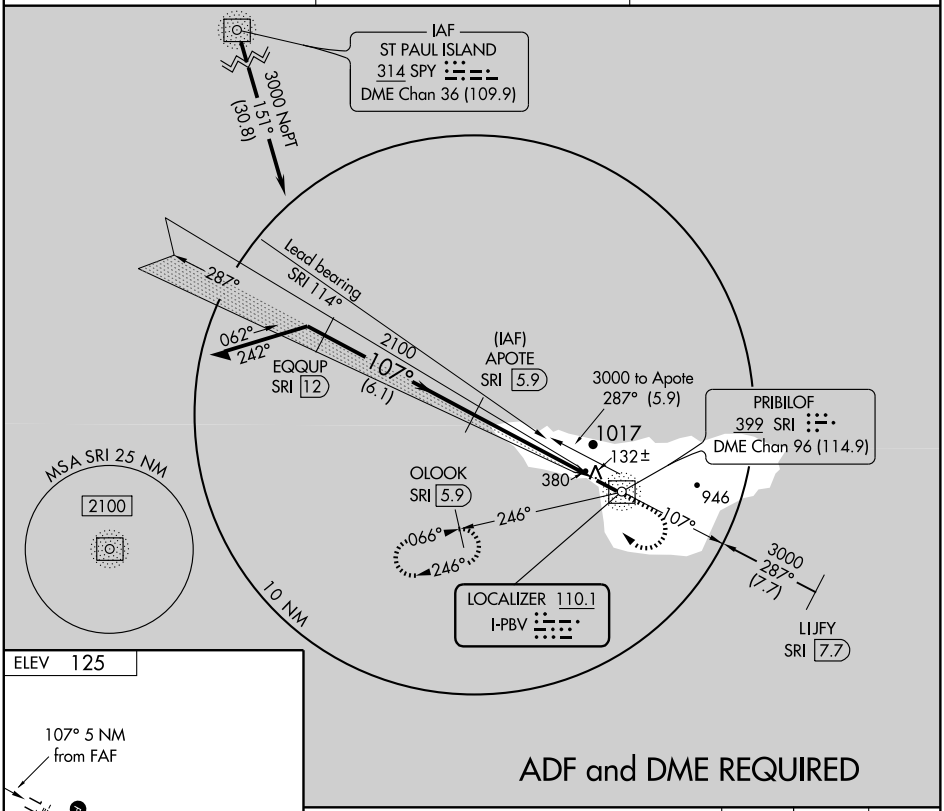
LOC I-PBV	APP CRS	Rwy Idg	4980
110.1	107°	TDZE	125
		Apt Elev	125

DME from SRI NDB/DME. Simultaneous reception of I-PBV and SRI DME required.

MALSF

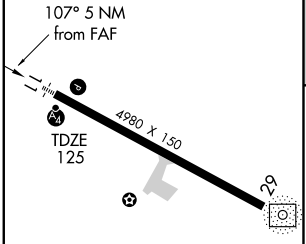
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via SRI NDB/DME 246° bearing to OLOOK/SRI 5.9 DME and hold, continue climb in hold to 3000.

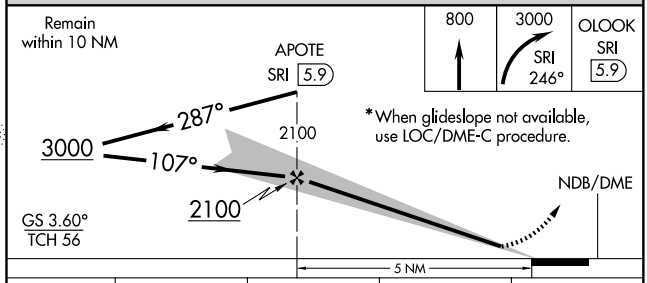
ASOS	ANCHORAGE CENTER	CTAF
135.45	119.1 339.8	122.8 L



ADF and DME REQUIRED

ELEV 125





CATEGORY	A	B	C	D
S-ILS 11*	525-1¼	400 (400-1¼)		NA
S-LOC 11	NA			
CIRCLING	NA			

REIL Rwy 29 L

HIRL Rwy 11-29 L

AK. 17 DEC 2009 to 11 FEB 2010

LOC I-PBV	APP CRS	Rwy Idg	N/A
110.1	107°	TDZE	N/A
		Apt Elev	125

LOC/DME-C

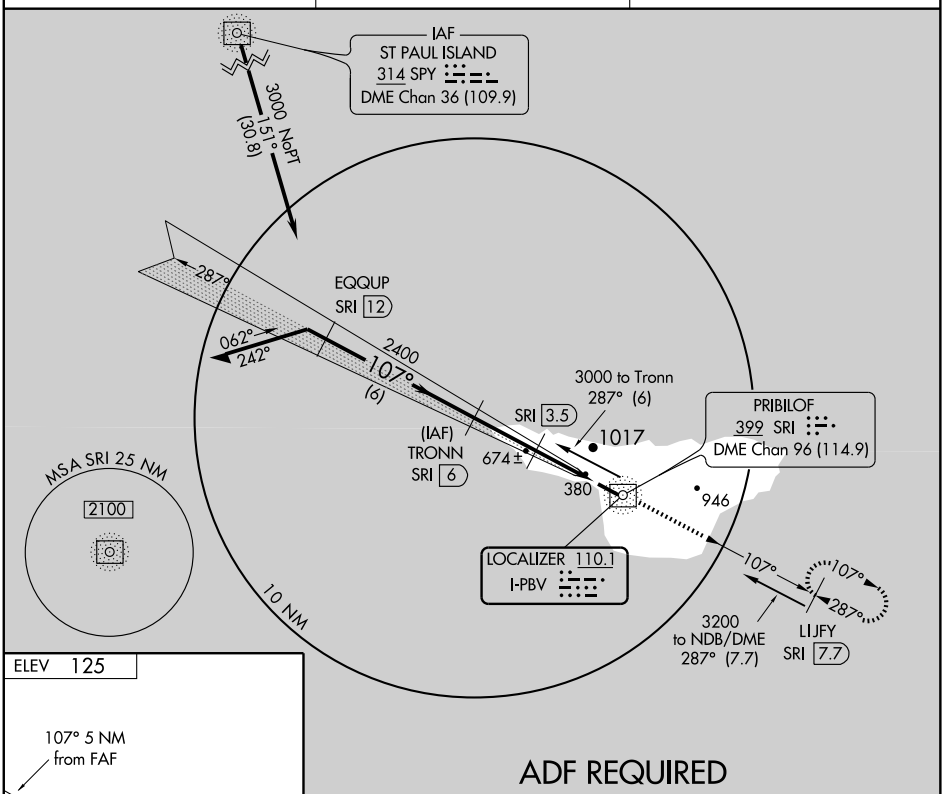
ST GEORGE (PBV) (PAPB)

Circling not authorized north of Rwy 11-29.
DME from SRI NDB/DME.
Simultaneous reception of I-PBV and SRI DME required.

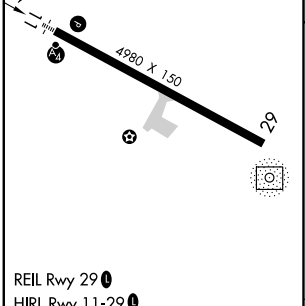
MALSF

MISSED APPROACH: Climb to 3200 via SRI bearing 107° to LIJFY and hold.

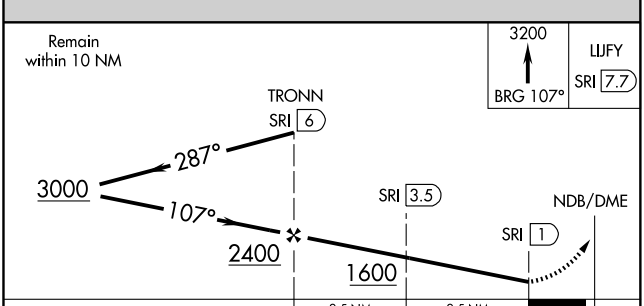
ASOS	ANCHORAGE CENTER	CTAF
135.45	119.1 339.8	122.8 L



ELEV 125



REIL Rwy 29 L
HIRL Rwy 11-29 L



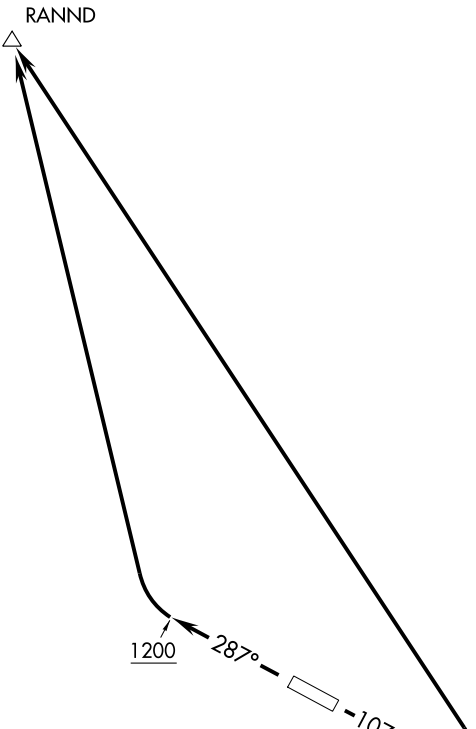
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	800-1 675 (700-1)	880-1¼ 755 (800-1¼)	1000-2½ 875 (900-2½)	1000-2¾ 875 (900-2¾)

AK, 17 DEC 2009 to 11 FEB 2010

RANND ONE DEPARTURE (RNAV) SL-9124 (FAA)

ANCHORAGE CENTER
119.1 339.8
KENAI RADIO 122.5
CTAF 122.8 L
ASOS 135.45



NOTE: GPS Required.
NOTE: RNAV 1.

TAKE-OFF MINIMUMS:
Rwy 11: Standard with minimum climb of 454 feet per NM to 1100 or 700-3 with a minimum climb of 311 feet per NM to 1200.
Rwy 29: Standard with minimum climb of 690 feet per NM to 1200 or 800-3 with a minimum climb of 300 feet per NM to 1200.

TAKE-OFF OBSTACLES:
Rwy 29: Terrain beginning 102′ from DER, 43′ right of centerline, up to 260′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 11: Climb heading 107° to 1100 then climbing left turn to 4800 or ATC assigned altitude direct RANND.
TAKE-OFF RWY 29: Climb heading 287° to 1200 then climbing right turn to 4800 or ATC assigned altitude direct RANND.

APP CRS	Rwy Idg	N/A
064°	TDZE	N/A
	Apt Elev	125

RNAV (GPS)-B

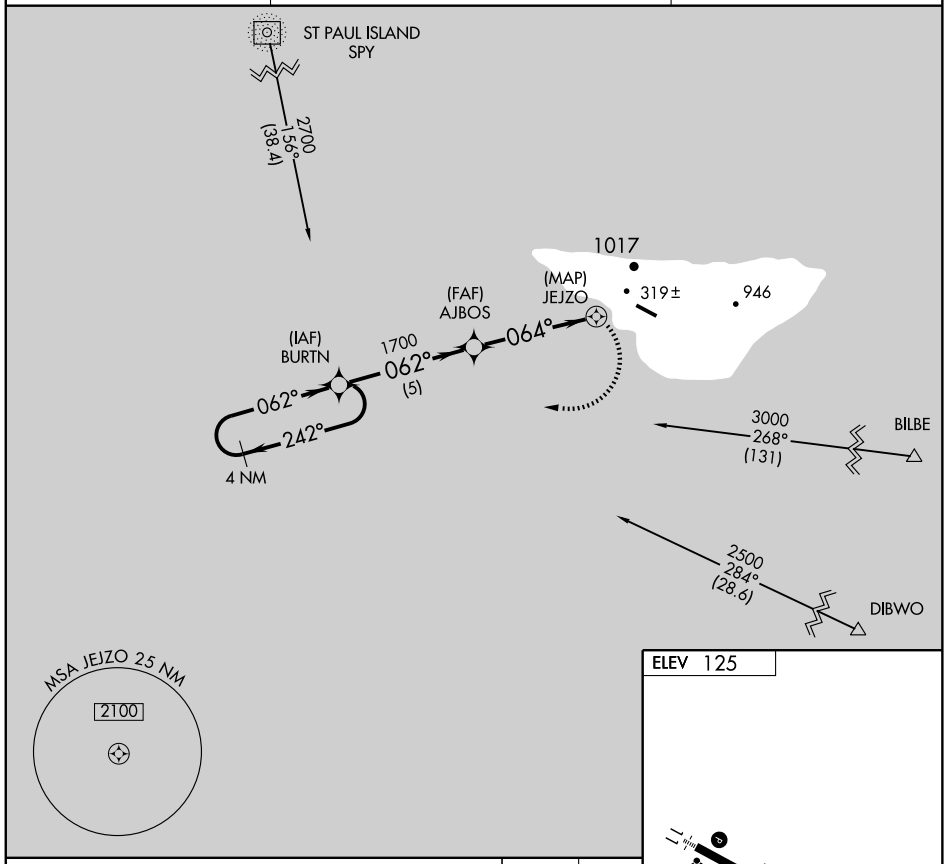
ST GEORGE (PBV) (PAPB)

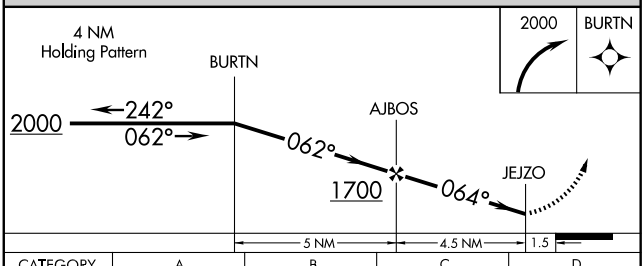
Circling not authorized northeast of rwy 11-29.
Circling not authorized southeast of rwy 29 threshold.
Procedure not authorized at night.

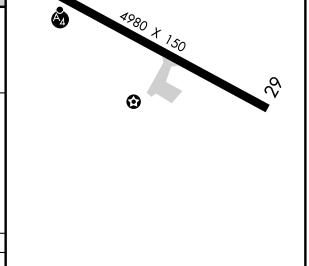
MALSF

MISSED APPROACH: Climbing right turn to 2000 direct BURTN and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.45	119.1 339.8	122.8 L







CATEGORY	A	B	C	D
CIRCLING	680-2 555 (600-2)			NA

REIL Rwy 29 L
HIRL Rwy 11-29 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
064°	TDZE	N/A
	Apt Elev	125

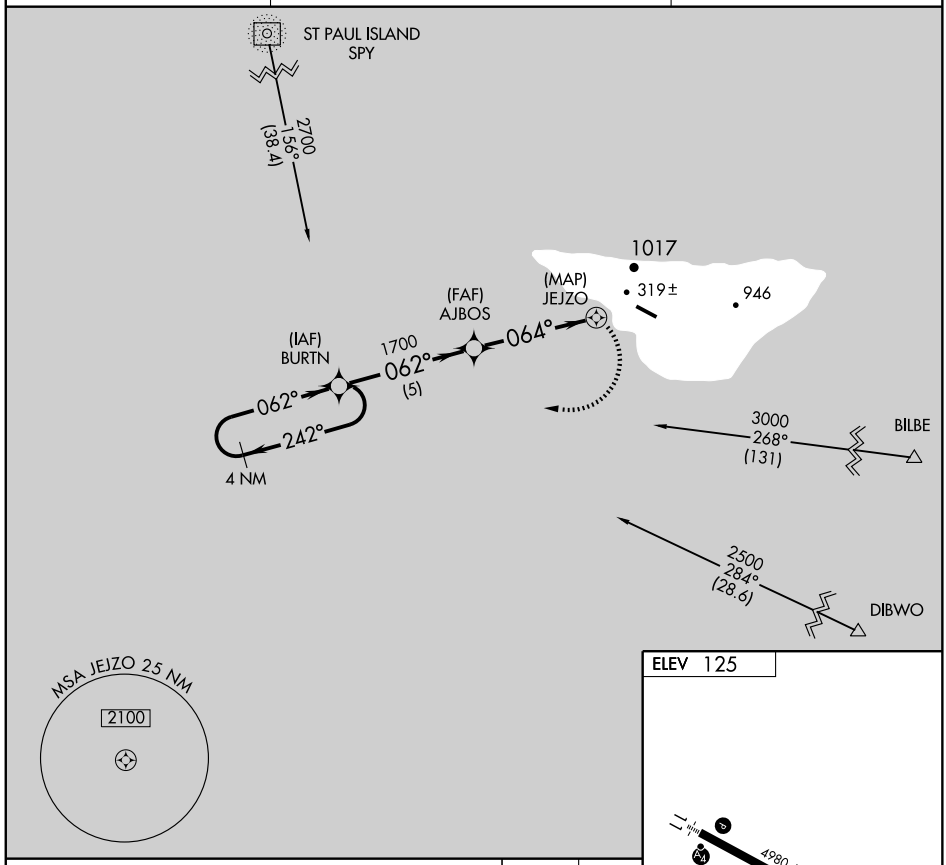
RNAV (GPS)-D
ST GEORGE (PBV) (PAPB)

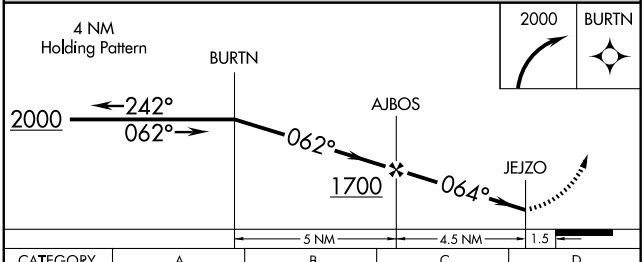
Circling not authorized northeast of rwy 11-29.

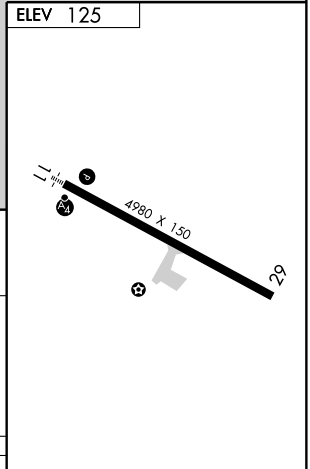
MALSF

MISSED APPROACH: Climbing right turn to 2000 direct BURTN and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.45	119.1 339.8	122.8 L







CATEGORY	A	B	C	D
CIRCLING	800-1¾ 675 (700-1¾)	840-1¾ 715 (800-1¾)	920-2¼ 795 (800-2¼)	NA

REIL Rwy 29 L
HIRL Rwy 11-29 L

AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-SMA	APP CRS	Rwy Idg	6008
109.1	167°	TDZE	302
Chan 28		Apt Elev	312

LOC/DME RWY 17

ST MARY'S (KSM)(PASM)

When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet.

Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2600 via heading 025° and I-SMA north course to SAWNY/I-SMA 6.2 DME and hold, continue climb-in-hold to 2600.

AWOS-3	ANCHORAGE CENTER	CTAF
128.7	124.0	122.3 L ★

Procedure NA for arrivals at ENM VOR/DME via V510 westbound.

IAF EMMONAK 117.8 ENM Chan 125

3100 NoPT 119° (46.2)

(IAF) JOHNI I-SMA 24.6

3300 NoPT to YOZMO 167° (12.4)

347°

122°

302°

10 NM

(IF) YOZMO I-SMA 12.2

2000

167° (6)

(IAF) SAWNY I-SMA 6.2

474±

347°

3000 to SAWNY 345° (5.9)

MSA SMA 25 NM 2900

868

COPMI I-SMA 1.5

303±

638

ST MARYS 230 SMA

LOCALIZER 109.1 I-SMA Chan 28

3000 to SMA NDB 310° (48)

MARSI BET 40

1630

ELEV 312

167° 5.1 NM from FAF

315±

TDZE 302

0.3% UP

6008 X 150

0.4% UP

1520 X 60

6 24 35

HIRL Rwy 17-35 L

MIRL Rwy 6-24 L

800 | 2600 HDG 025° | SAWNY I-SMA 6.2

SAWNY I-SMA 6.2

Remain within 10 NM

347° 2600

167° 2000

COPMI I-SMA 1.5

3.05° TCH 51

0.4 4.7 NM

CATEGORY	A	B	C	D
S-17	560-1 258 (300-1)			
CIRCLING	820-1 508 (600-1)		820-1½ 508 (600-1½)	880-2 568 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

NDB SMA	APP CRS	Rwy Idg	6008
230	007°	TDZE	308
		Apt Elev	312

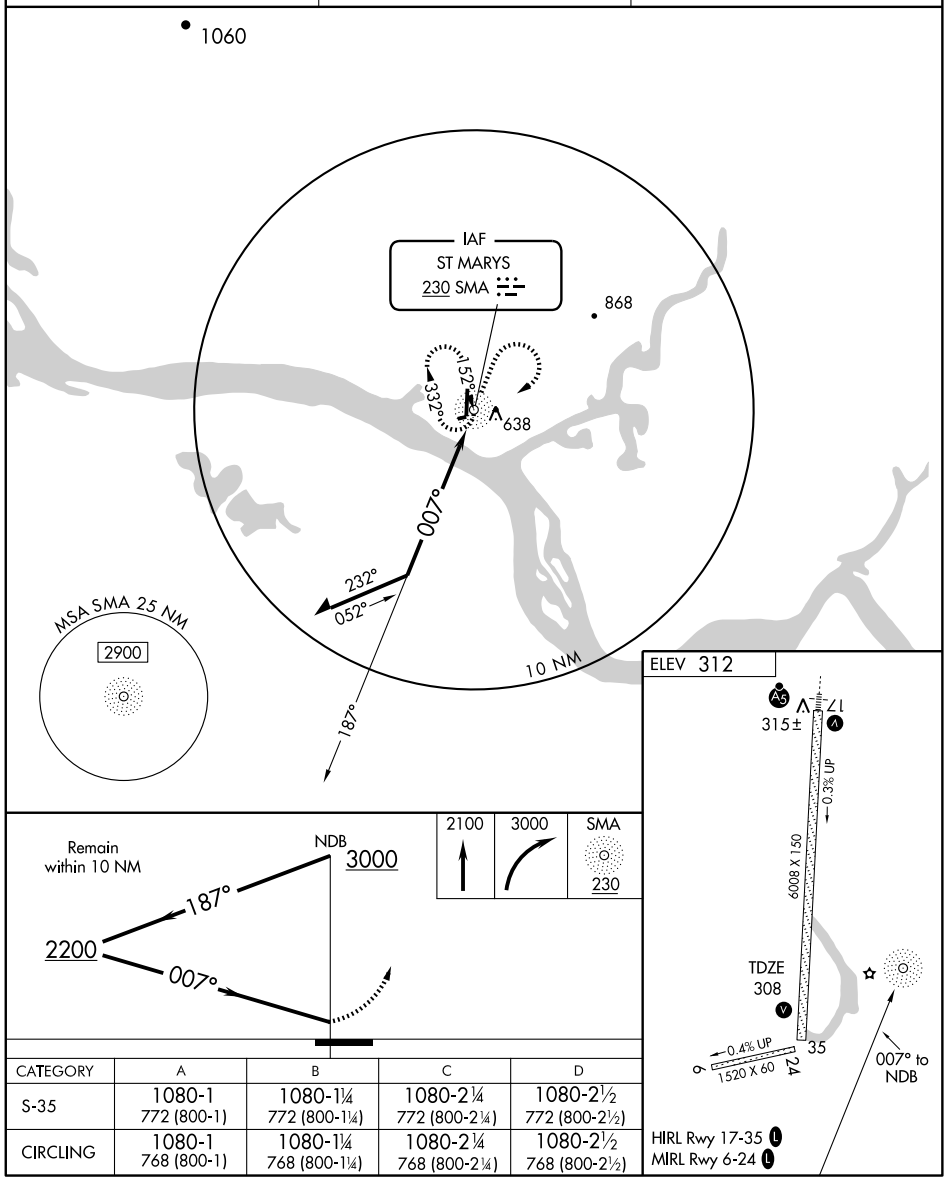
NDB RWY 35

ST MARY'S (KSM)(PASM)

When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet and all visibilities ¼ mile. Circling to Rwy 6 NA at night. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct SMA NDB and hold, continue climb-in-hold to 3000.

AWOS-3	ANCHORAGE CENTER	CTAF
128.7	124.0	122.3 L ★



CATEGORY	A	B	C	D
S-35	1080-1 772 (800-1)	1080-1¼ 772 (800-1¼)	1080-2¼ 772 (800-2¼)	1080-2½ 772 (800-2½)
CIRCLING	1080-1 768 (800-1)	1080-1¼ 768 (800-1¼)	1080-2¼ 768 (800-2¼)	1080-2½ 768 (800-2½)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	6008
167°	TDZE	302
	Apt Elev	312

RNAV (GPS) Y RWY 17

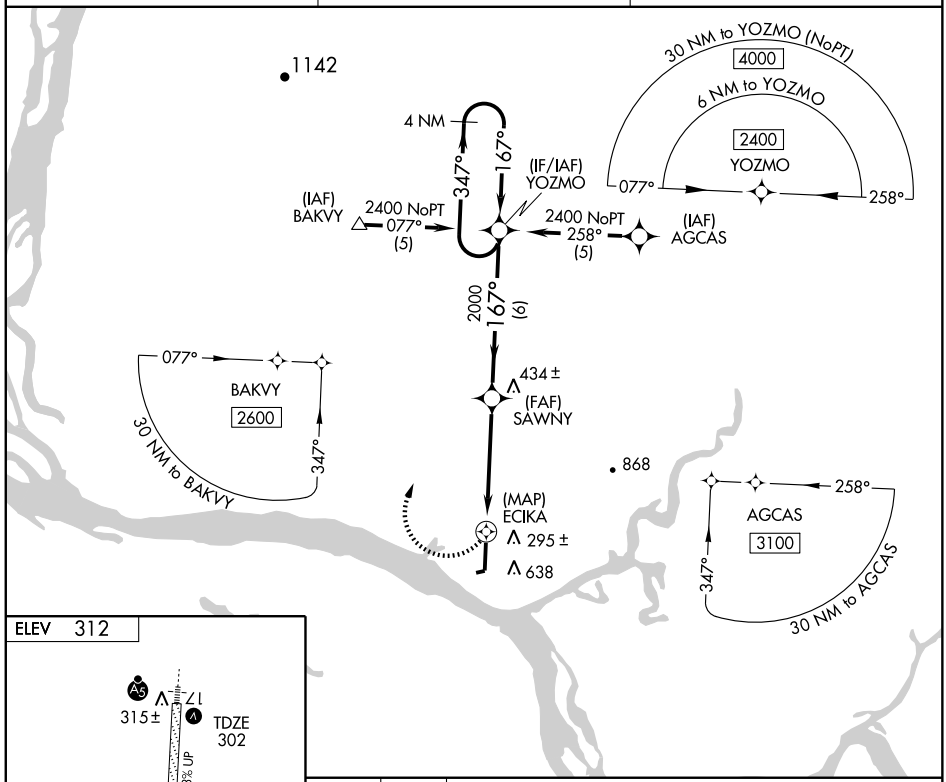
ST MARY'S (KSM)(PASM)

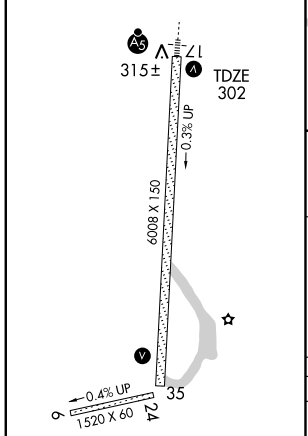
When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet and all visibilities ¼ mile. VDP NA when using Mountain Village altimeter setting. DME/DME RNP-0.3 NA. Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night. Inoperative table does not apply.

MALSR

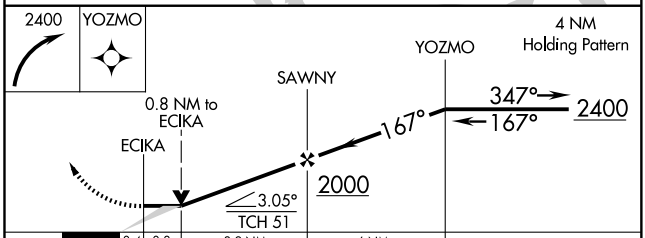
MISSED APPROACH: Climbing right turn to 2400 direct YOZMO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
128.7	124.0	122.3 L ★





HIRL Rwy 17-35 L
MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LNAV MDA	720-1	418 (500-1)	720-1¼	418 (500-1¼)
CIRCLING	820-1	508 (600-1)	820-1½ 508 (600-1½)	880-2 568 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	6008
347°	TDZE	308
	Apt Elev	312

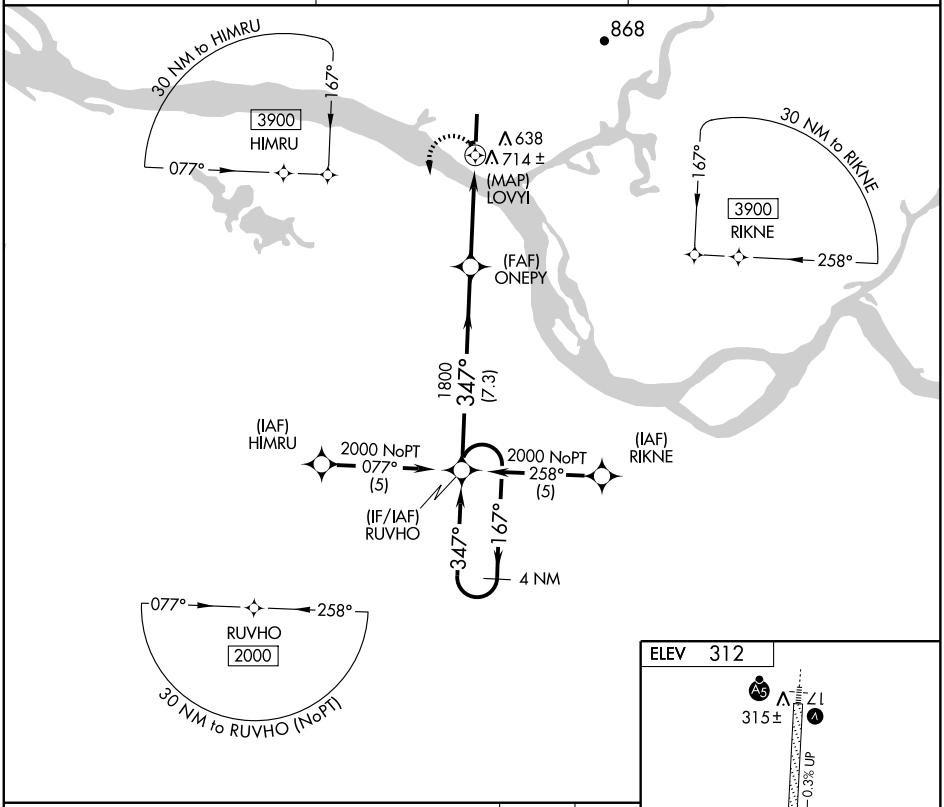
RNAV (GPS) Y RWY 35

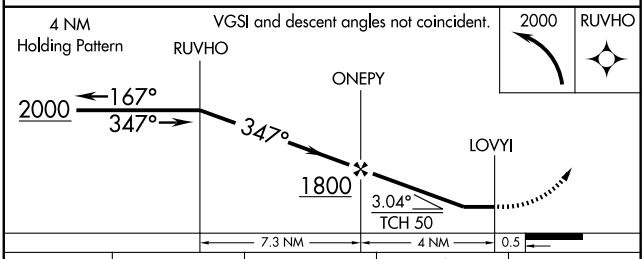
ST MARY'S (KSM)(PASM)

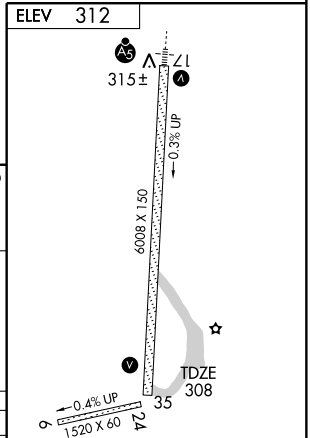
When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet and all visibilities ¼ mile.
Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct RUVHO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
128.7	124.0	122.3 L ★







CATEGORY	A	B	C	D
LNAV MDA	1020-1	712 (800-1)	1020-2 712 (800-2)	1020-2¼ 712 (800-2¼)
CIRCLING	1020-1	708 (800-1)	1020-2 708 (800-2)	1020-2¼ 708 (800-2¼)

HIRL Rwy 17-35 L
MIRL Rwy 6-24 L

AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6008
CH 86506	167°	TDZE	302
W17A		Apt Elev	312

RNAV (GPS) Z RWY 17

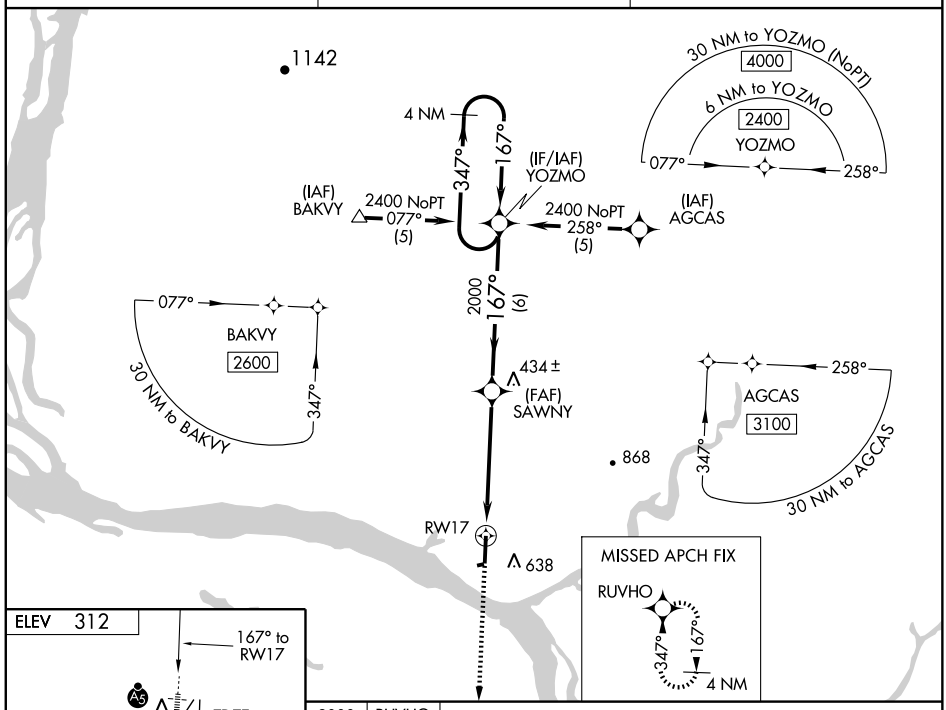
ST MARY'S (KSM)(PASM)

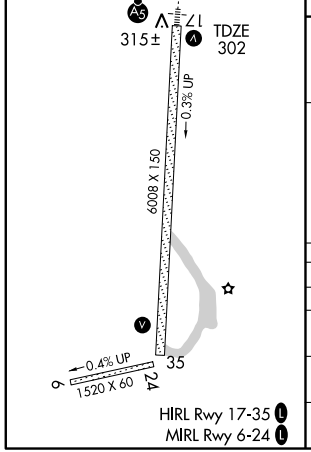
When local altimeter setting not received, use Mountain Village altimeter setting and increase all DAs 29 feet and MDAs 40 feet. VDP NA when using Mountain Village altimeter setting. Baro-VNAV NA when using Mountain Village altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night. Inoperative table does not apply. DME/DME RNP-0.3 NA.

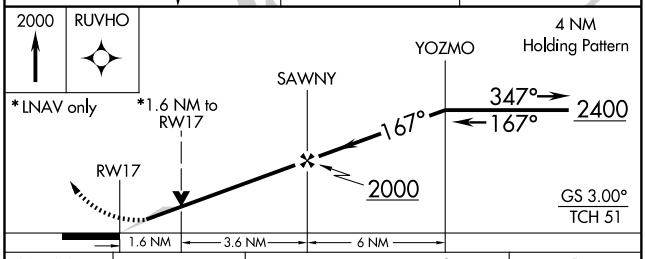
MALSR

MISSED APPROACH: Climb to 2000 direct RUVHO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
128.7	124.0	122.3







CATEGORY	A	B	C	D
LPV DA	557-1 255 (300-1)			
LNAV/VNAV DA	717-1½ 415 (500-1½)			
LNAV MDA	840-1 538 (600-1)		840-1½ 538 (600-1½)	840-1¾ 538 (600-1¾)
CIRCLING	840-1 528 (600-1)		840-1½ 528 (600-1½)	880-2 568 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

WAAS CH 90406 W35A	APP CRS 347°	Rwy Idg 6008 TDZE 308 Apt Elev 312

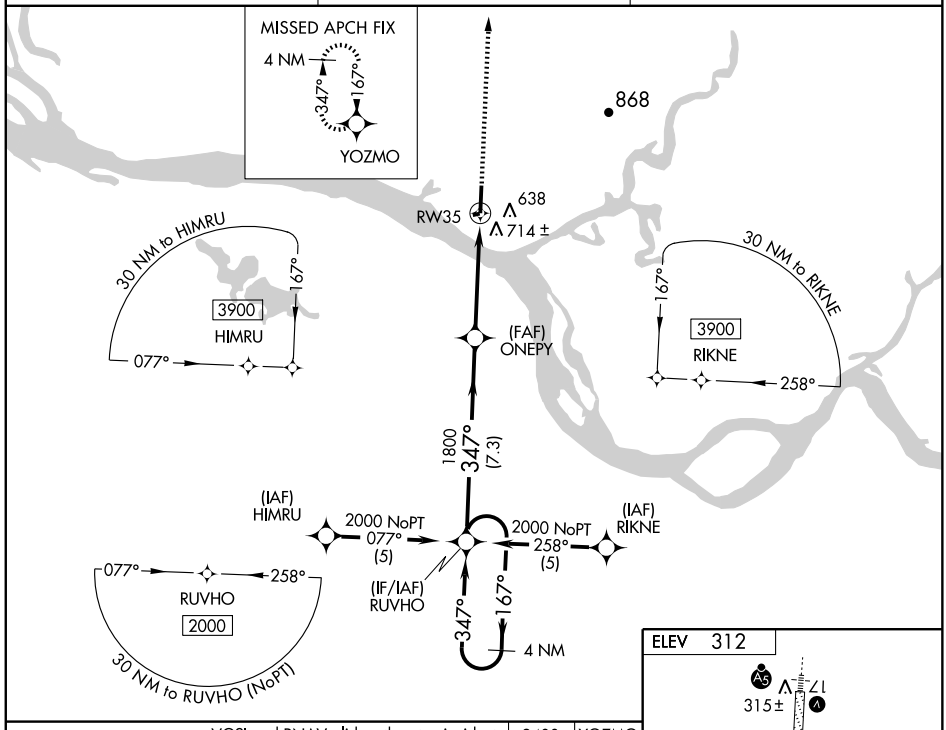
RNAV (GPS) Z RWY 35

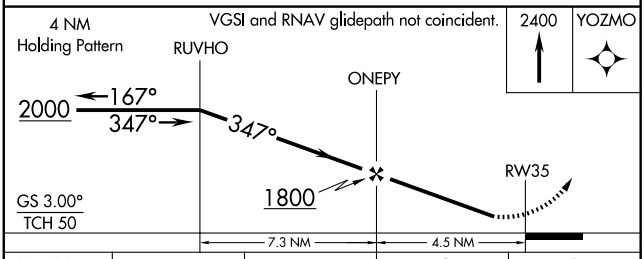
ST MARY'S (KSM)(PASM)

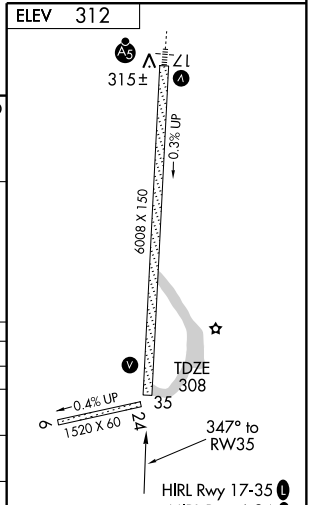
When local altimeter setting not received, use Mountain Village altimeter setting and increase all DAs 29 feet, all MDAs 40 feet, and all visibilities ¼ mile. Baro-VNAV NA when using Mountain Village altimeter setting. For Uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct YOZMO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
128.7	124.0	122.3 L ★







CATEGORY	A	B	C	D
LPV DA		558-1	250 (300-1)	
LNAV/VNAV DA		1181-3	873 (900-3)	
LNAV MDA	1020-1 712 (800-1)		1020-2 712 (800-2)	1020-2¼ 712 (800-2¼)
CIRCLING	1020-1 708 (800-1)		1020-2 708 (800-2)	1020-2¼ 708 (800-2¼)

AK, 17 DEC 2009 to 11 FEB 2010

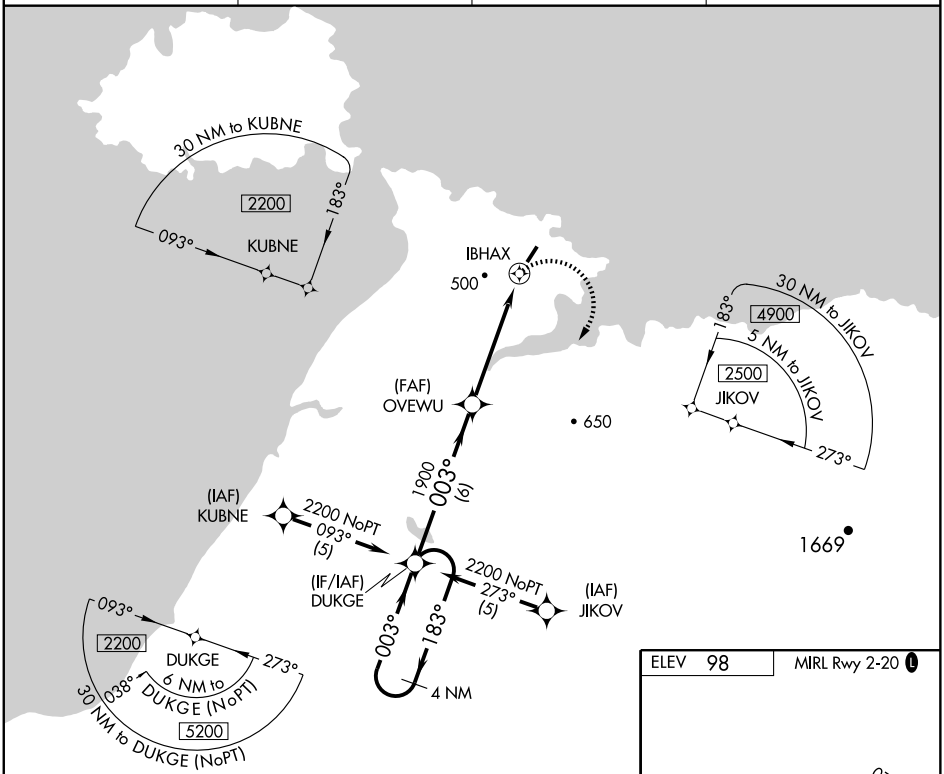
APP CRS	Rwy Idg	4001
003°	TDZE	98
	Apt Elev	98

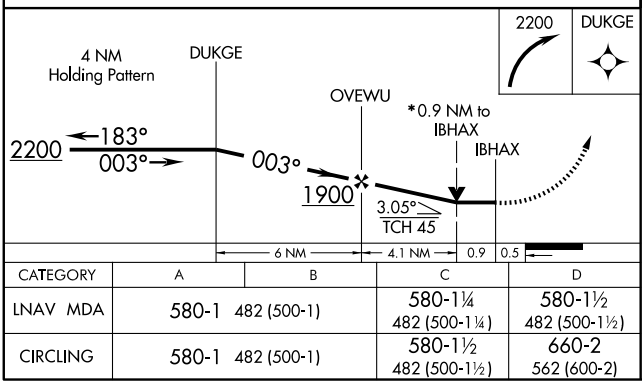
RNAV (GPS) RWY 2
ST MICHAEL (SMK) (PAMK)

If local altimeter setting not received, use Unalakleet altimeter setting and increase all MDAs 120 feet. Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
* VDP NA with Unalakleet altimeter setting.

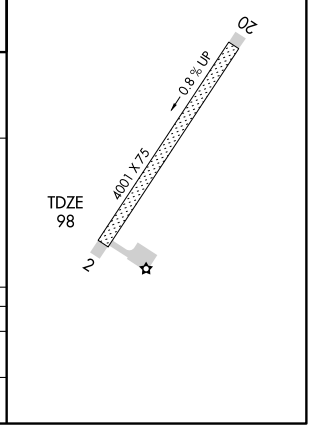
MISSED APPROACH: Climbing right turn to 2200 direct DUKGE and hold.

ASOS	ANCHORAGE CENTER	NOME RADIO	UNICOM
119.275	124.0	122.30	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	580-1	482 (500-1)	580-1¼ 482 (500-1¼)	580-1½ 482 (500-1½)
CIRCLING	580-1	482 (500-1)	580-1½ 482 (500-1½)	660-2 562 (600-2)



AK, 17 DEC 2009 to 11 FEB 2010

WAAS CH **93602** **W20A**	APP CRS **196°**	Rwy Idg **4001** TDZE **88** Apt Elev **98**

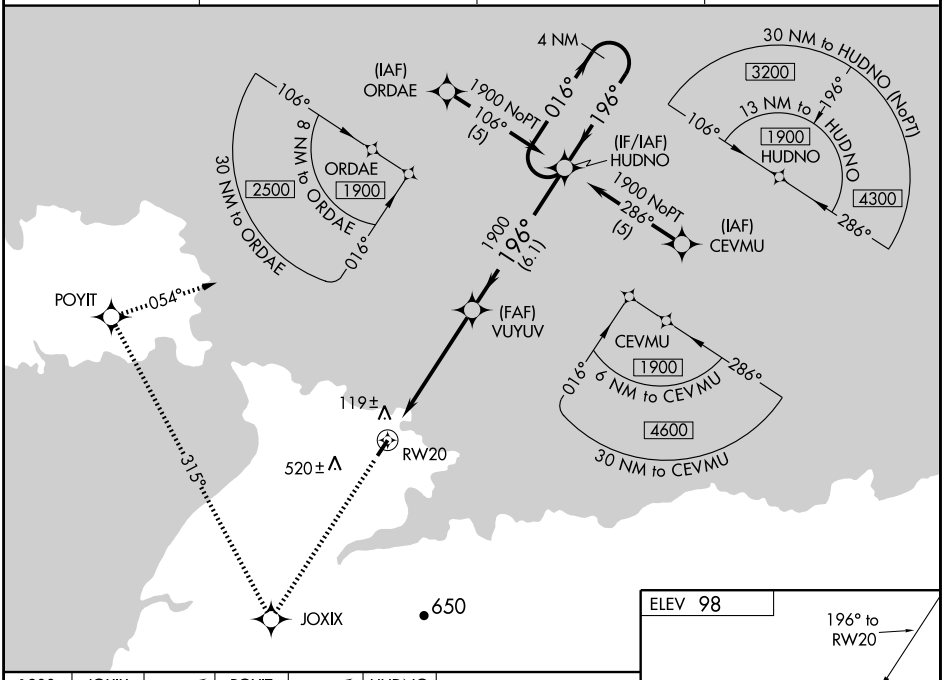
RNAV (GPS) RWY 20

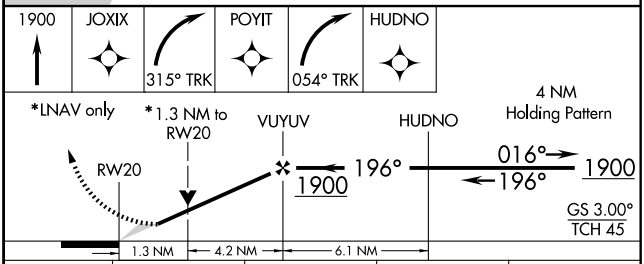
ST MICHAEL (SMK) (PAMK)

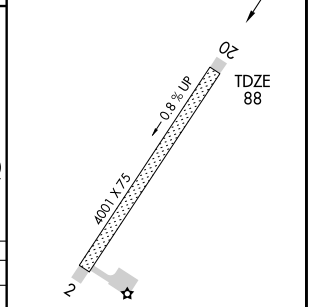
If local altimeter setting not received, use Unalakleet altimeter setting and increase all DAs/MDAs 120 feet. Circling NA west of Rwy 2-20.
DME/DME RNP-0.3 NA. Baro-VNAV NA when using Unalakleet altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (120°F).
VDP NA with Unalakleet altimeter setting.

MISSED APPROACH: Climb to 1900 direct JOXIX and right turn via 315° track to POYIT and right turn via 054° track to HUDNO and hold.

ASOS	ANCHORAGE CENTER	NOME RADIO	UNICOM
119.275	**124.0**	**122.30**	**122.8** (CTAF) L







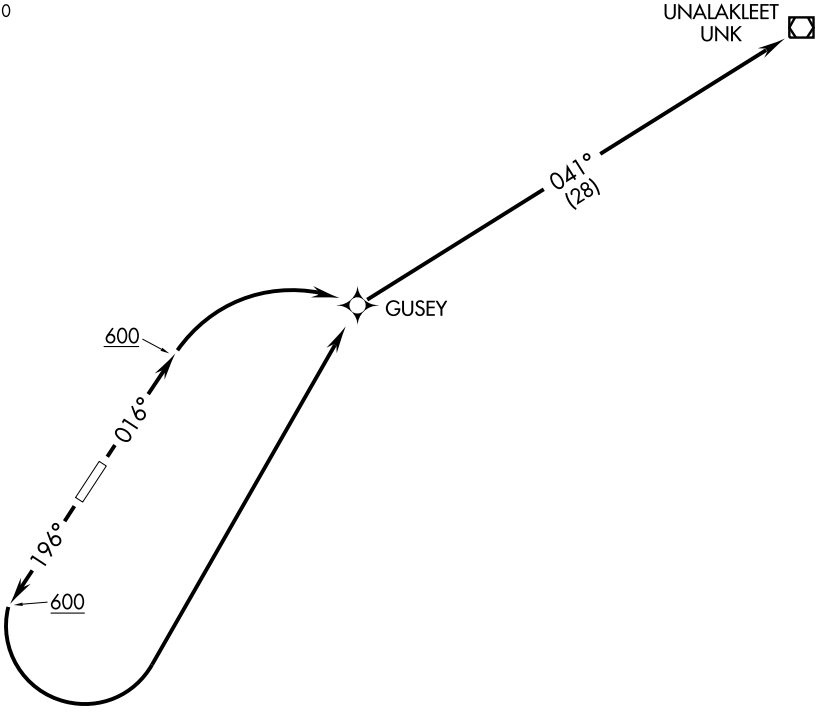
CATEGORY	A	B	C	D
LPV DA	338-1 250 (300-1)			
LNAV/VNAV DA	452-1¼ 364 (400-1¼)			
LNAV MDA	520-1 432 (500-1)		520-1¼ 432 (500-1¼)	520-1½ 432 (500-1½)
CIRCLING	520-1 422 (500-1)	560-1 462 (500-1)	560-1½ 462 (500-1½)	660-2 562 (600-2)

MIRL Rwy 2-20 L

AK. 17 DEC 2009 to 11 FEB 2010

UNALAKLEET ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
124.0



TAKE-OFF MINIMUMS
Rwy 2, 20: Standard.

TAKE-OFF OBSTACLE NOTES
Rwy 2: Tree 36′ from DER, 377′ right of centerline, 20′ AGL / 83′ MSL.
Rwy 20: Terrain beginning 2′ to 2276′ from DER, 51′ to 966′ right of centerline, up to 151′ MSL.
Terrain beginning 110′ to 917′ from DER, 13′ to 533′ left of centerline, up to 119′ MSL.
Tree 1779′ from DER, 504′ right of centerline, 20′ AGL / 219′ MSL.

NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb via heading 016° to 600, then climbing right turn to 3000 direct GUSEY, thence . . .
TAKE-OFF RUNWAY 20: Climb via heading 196° to 600, then climbing left turn to 3000 direct GUSEY, thence . . .
. . . from GUSEY proceed via track 041° to UNK VOR/DME. Maintain 3500 or ATC assigned altitude.

LOC I-PAU	APP CRS	Rwy Idg	6500
109.9	360°	TDZE	40
		Apt Elev	63

ILS or LOC/DME RWY 36

ST. PAUL ISLAND (SNP) (PASN)

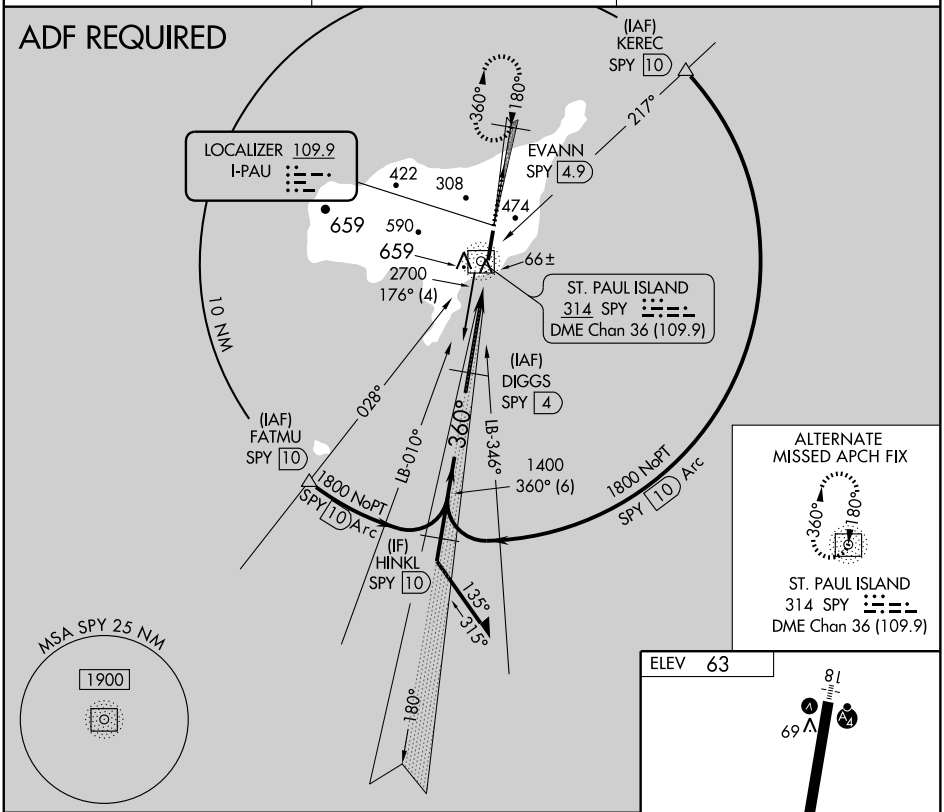
Circling not authorized west of Rwy 18-36. Inoperative table does not apply. DME from SPY NDB/DME. Simultaneous reception of I-PAU and SPY DME required.

MALSF

MISSED APPROACH: Climb to 2700 via I-PAU north course to EVANN/SPY 4.9 DME and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.75	119.1 339.8	122.3 L

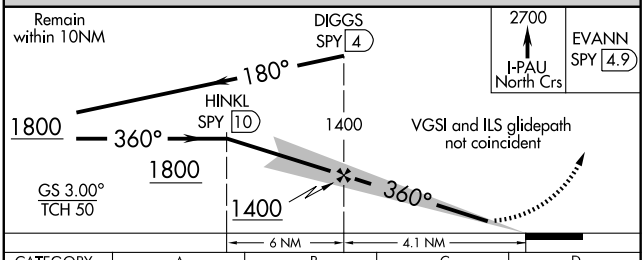
ADF REQUIRED

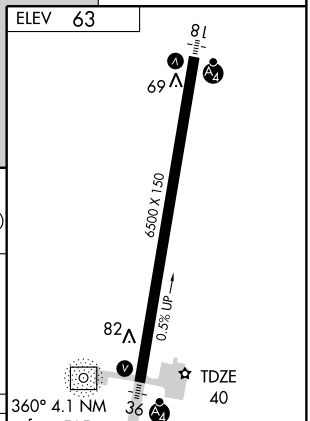


ALTERNATE MISSED APCH FIX

360° 180°

ST. PAUL ISLAND 314 SPY DME Chan 36 (109.9)





CATEGORY	A	B	C	D
S-ILS-36	240-¾ 200 (200-¾)			
S-LOC-36	400-1 360 (400-1)			400-1 ¼ 360 (400-1 ¼)
CIRCLING	800-1 737 (800-1)		800-2 737 (800-2)	800-2 ¼ 737 (800-2 ¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

AK. 17 DEC 2009 to 11 FEB 2010

LOC I-PAU	APP CRS	Rwy Idg	6500
109.9	180°	TDZE	63
		Apt Elev	63

LOC/DME BC RWY 18

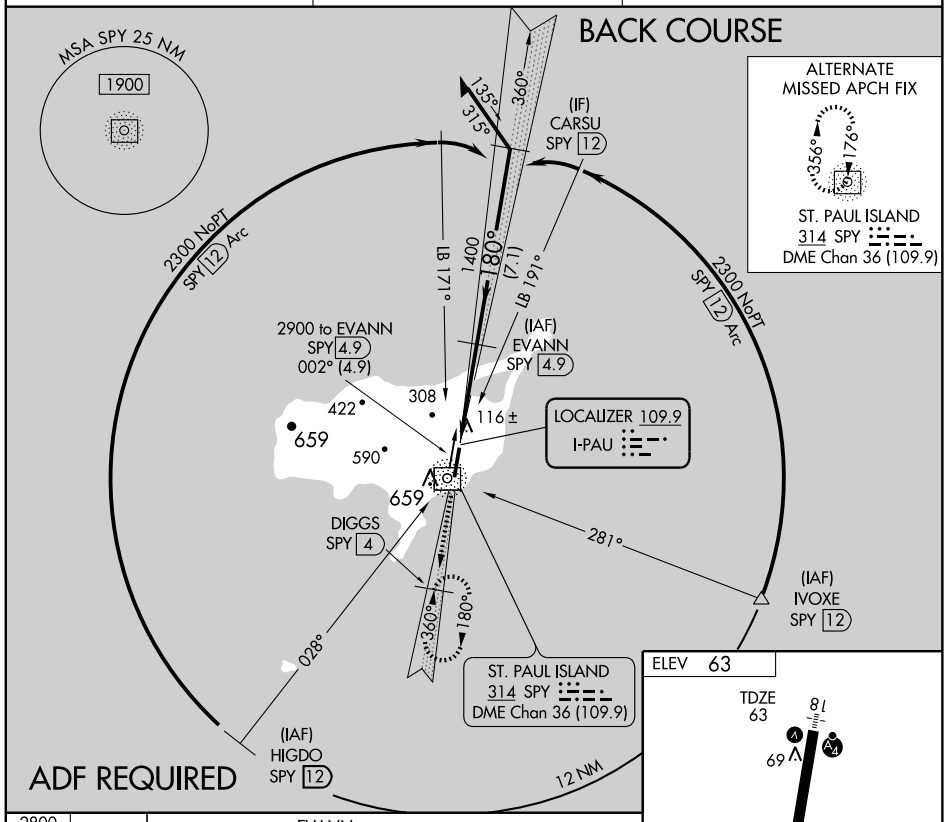
ST. PAUL ISLAND (SNP) (PASN)

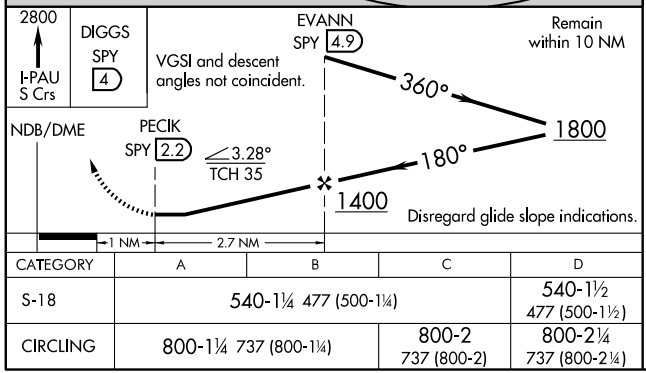
Circling not authorized west of runway 18-36.
Inoperative table does not apply. DME from SPY NDB/DME.
Simultaneous reception of I-PAU and SPY DME required.

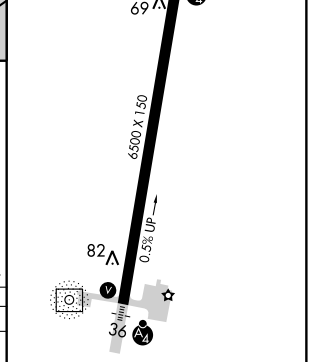
MALSF

MISSED APPROACH: Climb to 2800 via I-PAU south course to DIGGS/SPY 4 DME and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.75	119.1 339.8	122.3 L







CATEGORY	A	B	C	D
S-18	540-1¼ 477 (500-1¼)			540-1½ 477 (500-1½)
CIRCLING	800-1¼ 737 (800-1¼)		800-2 737 (800-2)	800-2¼ 737 (800-2¼)

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	6500
180°	TDZE	63
	Apt Elev	63

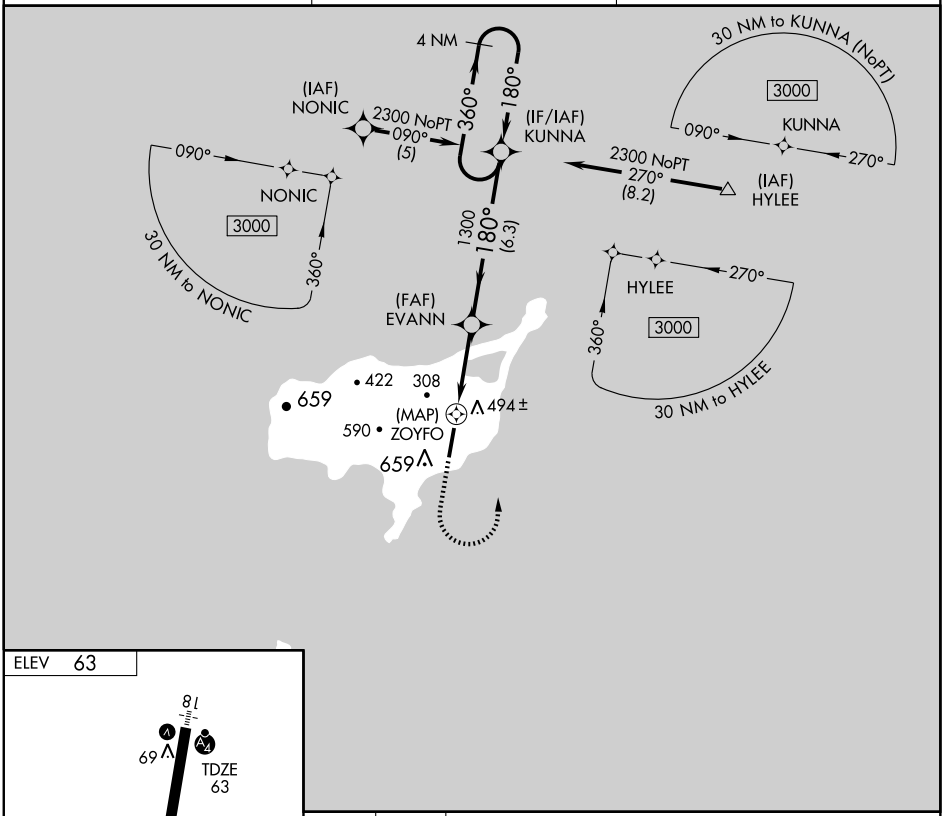
RNAV (GPS) RWY 18
ST. PAUL ISLAND (SNP) (PASN)

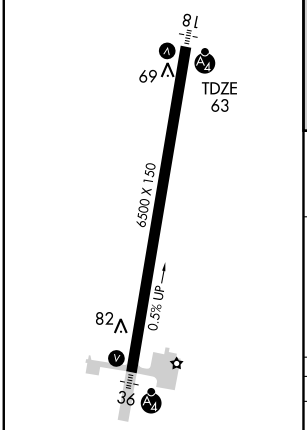
Circling not authorized west of Rwy 18-36.
Inoperative table does not apply.
DME/DME RNP- 0.3 NA

MALSF

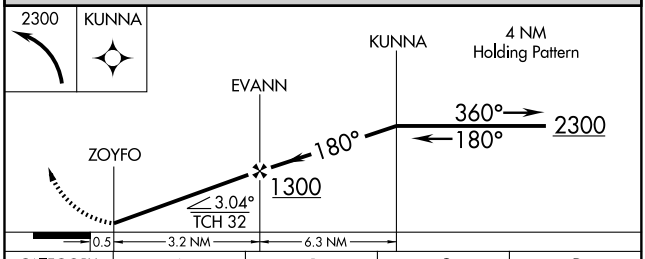
MISSED APPROACH: Climbing left turn to 2300 direct KUNNA and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.75	119.1 339.8	122.3 L





HIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	720-1 657 (700-1)		720-1¾ 657 (700-1¾)	720-2 657 (700-2)
CIRCLING	800-1 737 (800-1)		800-2 737 (800-2)	800-2¼ 737 (800-2¼)

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	6500
360°	TDZE	40
	Apt Elev	63

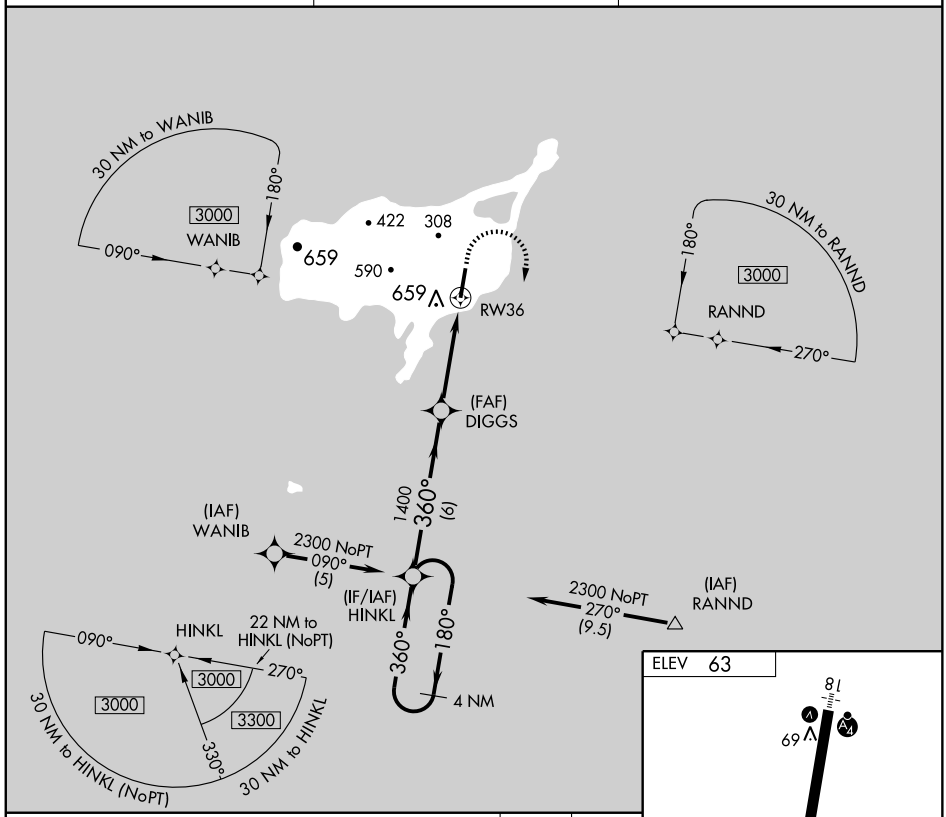
RNAV (GPS) RWY 36
ST. PAUL ISLAND (SNP) (PASN)

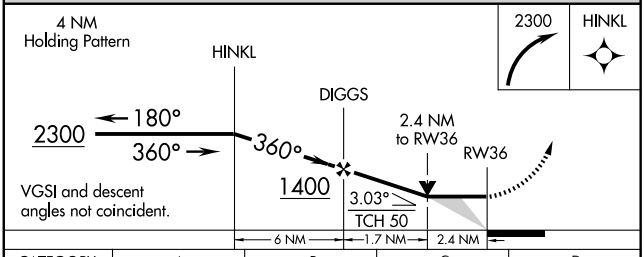
DME/DME RNP-0.3 NA. Circling NA West of Rwy 18-36. Inoperative table does not apply.

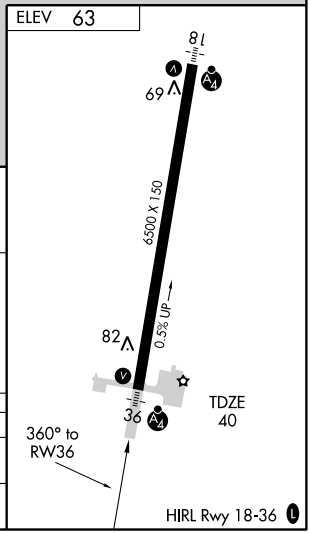
MALSF

MISSED APPROACH: Climbing right turn to 2300 direct HINKL and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.75	119.1 339.8	122.3 L







CATEGORY	A	B	C	D
LNAV MDA	820-1 780 (800-1)	820-1¼ 780 (800-1¼)	820-2¼ 780 (800-2¼)	820-2½ 780 (800-2½)
CIRCLING	820-1 757 (800-1)	820-1¼ 757 (800-1¼)	820-2¼ 757 (800-2¼)	820-2½ 757 (800-2½)

AK, 17 DEC 2009 to 11 FEB 2010

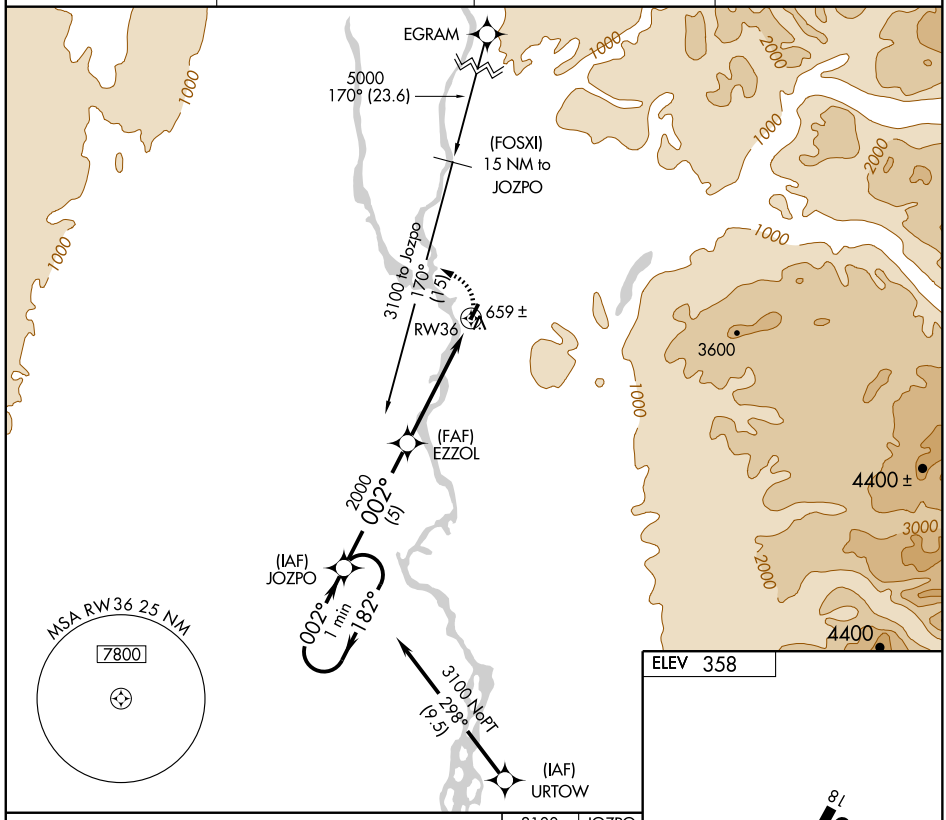
APP CRS	Rwy Idg	3500
002°	TDZE	352
	Apt Elev	358

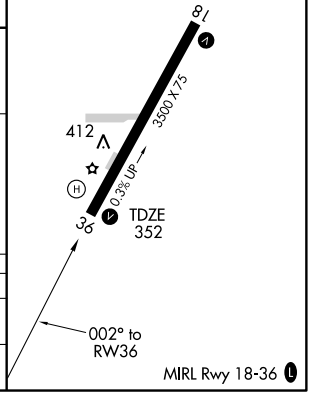
GPS RWY 36
TALKEETNA (TKA) (PATK)

Circling not authorized east of Rwy 18-36 for Cat B and above.

MISSED APPROACH: Climbing left turn to 3100 direct JOZPO WP and hold.

ATIS	ANCHORAGE CENTER	TALKEETNA RADIO	UNICOM
135.2	125.55 254.3	123.6 (CTAF) L	123.0





CATEGORY	A	B	C	D
S-36	1000-1	648 (700-1)	1000-1¾ 648 (700-1¾)	1000-2 648 (700-2)
CIRCLING	1000-1	642 (700-1)	1000-1¾ 642 (700-1¾)	1000-2 642 (700-2)

AK, 17 DEC 2009 to 11 FEB 2010

NDB PEE	APP CRS	Rwy Idg	3500
305	345°	TDZE	352
		Apt Elev	358

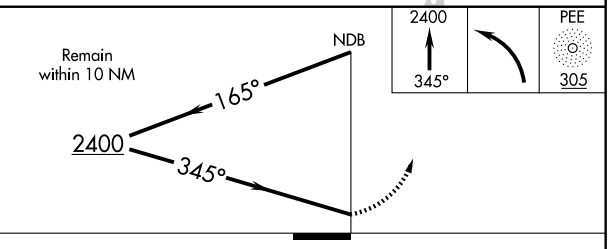
NDB RWY 36

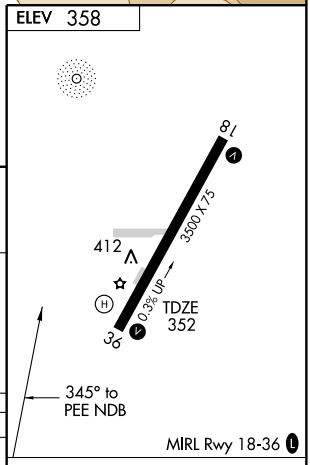
TALKEETNA (TKA)(PATK)

Circling not authorized east of Rwy 18-36 for Cat. B and above.

MISSED APPROACH: Climb to 2400 on 345° bearing, turn left, direct PEE NDB and hold.

ATIS	ANCHORAGE CENTER	TALKEETNA RADIO	UNICOM
135.2	125.55 254.3	123.6 (CTAF) L	123.0





CATEGORY	A	B	C	D
S-36	1100-1 748 (800-1)	1100-1¼ 748 (800-1¼)	NA	
CIRCLING	1100-1 742 (800-1)	1100-1¼ 742 (800-1¼)	1100-2¼ 742 (800-2¼)	1100-2½ 742 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

AK. 17 DEC 2009 to 11 FEB 2010

VOR/DME TKA	APP CRS	Rwy Idg	N/A
116.2	345°	TDZE	N/A
Chan 109		Apt Elev	358

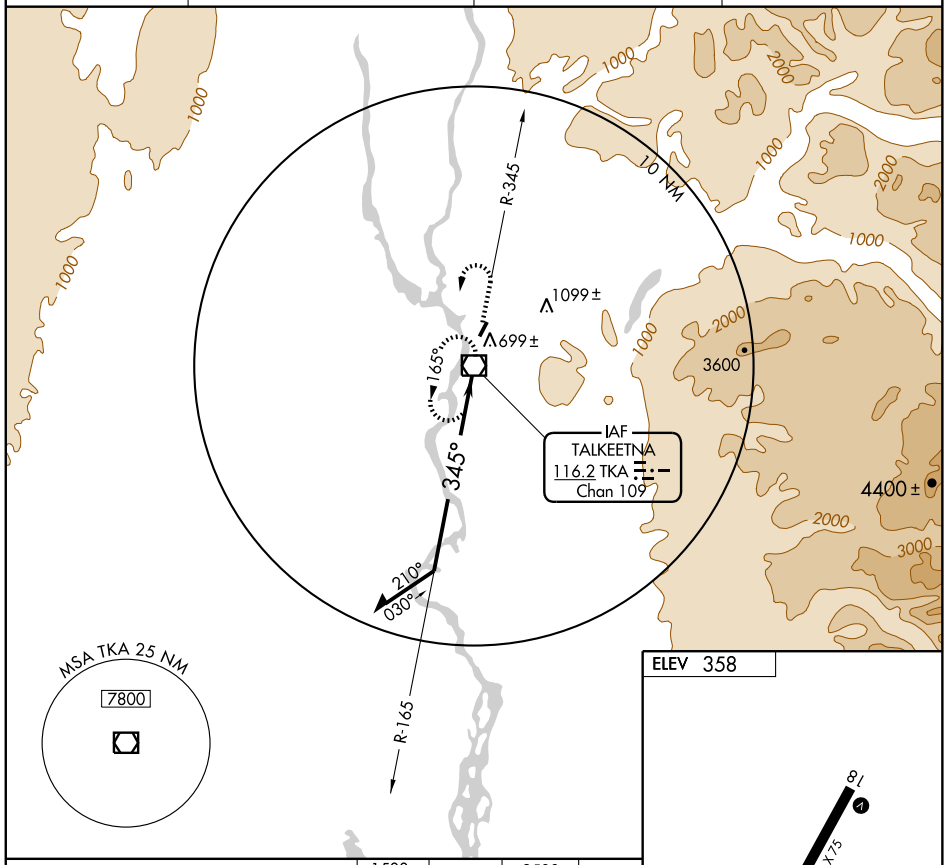
VOR-A

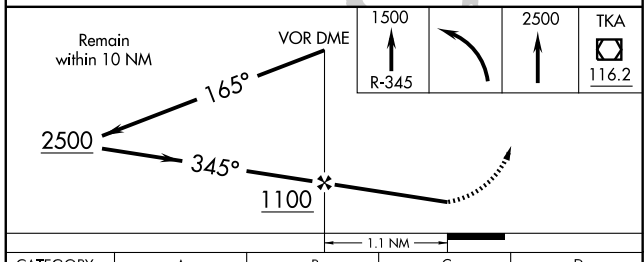
TALKEETNA (TKA) (PATK)

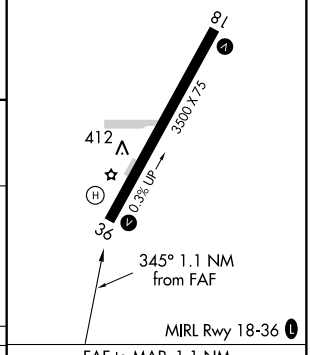
Circling not authorized east of Rwy 18-36 Cat. B and above.

MISSED APPROACH: Climb to 1500 on R-345 then left turn and continue climb to 2500 direct TKA VOR/DME and hold.

ASOS	ANCHORAGE CENTER	TALKEETNA RADIO	UNICOM
135.2	125.55 254.3	123.6 (CTAF) L	123.0







CATEGORY	A	B	C	D
CIRCLING	1060-1	702 (800-1)	1060-2	1060-2 ¼
			702 (800-2)	702 (800-2 ¼)

FAF to MAP 1.1 NM

Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

AK, 17 DEC 2009 to 11 FEB 2010

VOR/DME TKA	APP CRS	Rwy Idg	3500
116.2	345°	TDZE	352
Chan 109		Apt Elev	358

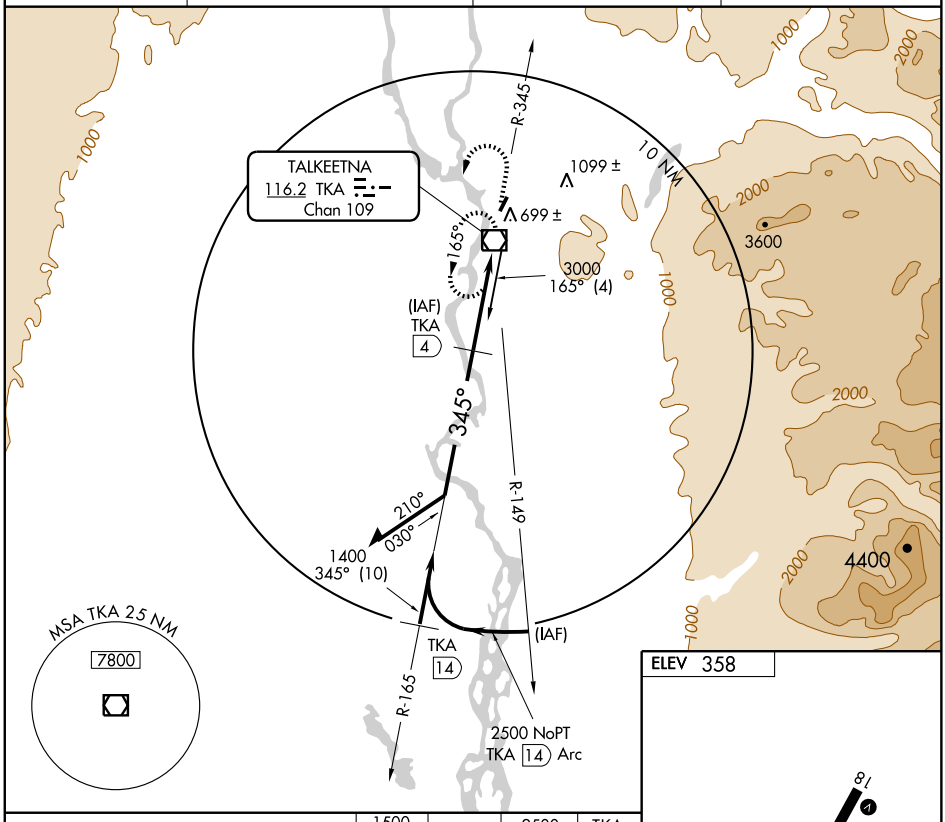
VOR/DME RWY 36

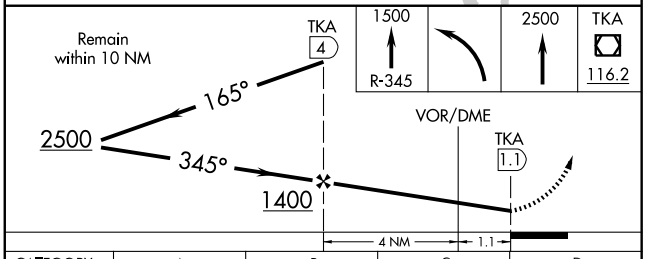
TALKEETNA(TKA)(PATK)

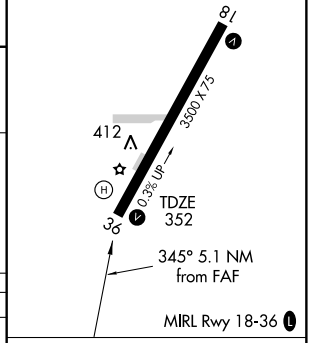
Circling not authorized east of Rwy 18-36 Cat. B and above.

MISSED APPROACH: Climb to 1500 on R-345 then left turn and continue climb to 2500 direct TKA VOR/DME and hold.

ATIS	ANCHORAGE CENTER	TALKEETNA RADIO	UNICOM
135.2	125.55 254.3	123.6 (CTAF) L	123.0







CATEGORY	A	B	C	D
S-36	1000-1	648 (700-1)	1000-1¾ 648 (700-1¾)	1000-2 648 (700-2)
CIRCLING	1060-1	702 (800-1)	1060-2 702 (800-2)	1060-2¼ 702 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4400
070°	TDZE	229
	Apt Elev	236

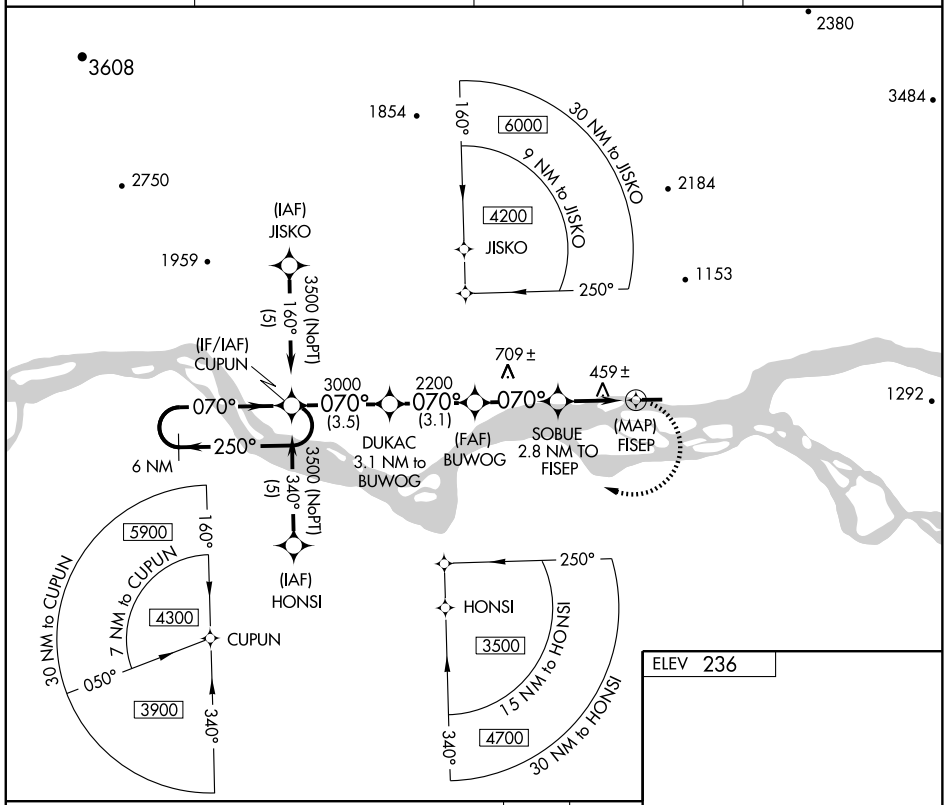
RNAV (GPS) RWY 7

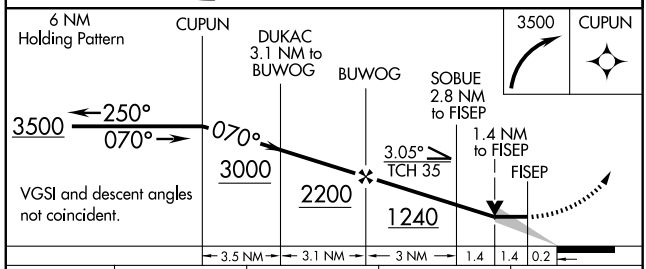
TANANA/ RALPH M. CALHOUN MEMORIAL (TAL) (PATA)

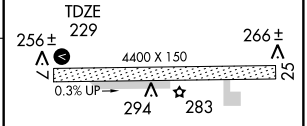
DME/DME RNP-0.3 NA. Circling NA north of Rwy 7-25. Obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climbing right turn to 3500 direct CUPUN and hold.

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.1	133.1 285.4	122.65	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	760-1	531 (600-1)	760-1½ 531 (600-1½)	760-1¾ 531 (600-1¾)
CIRCLING	760-1	524 (600-1)	760-1½ 524 (600-1½)	800-2 564 (600-2)

MIRL Rwy 7-25 L

AK, 17 DEC 2009 to 11 FEB 2010

VOR/DME TAL	APP CRS	Rwy Idg	4400
116.6	078°	TDZE	228
Chan 113		Apt Elev	236

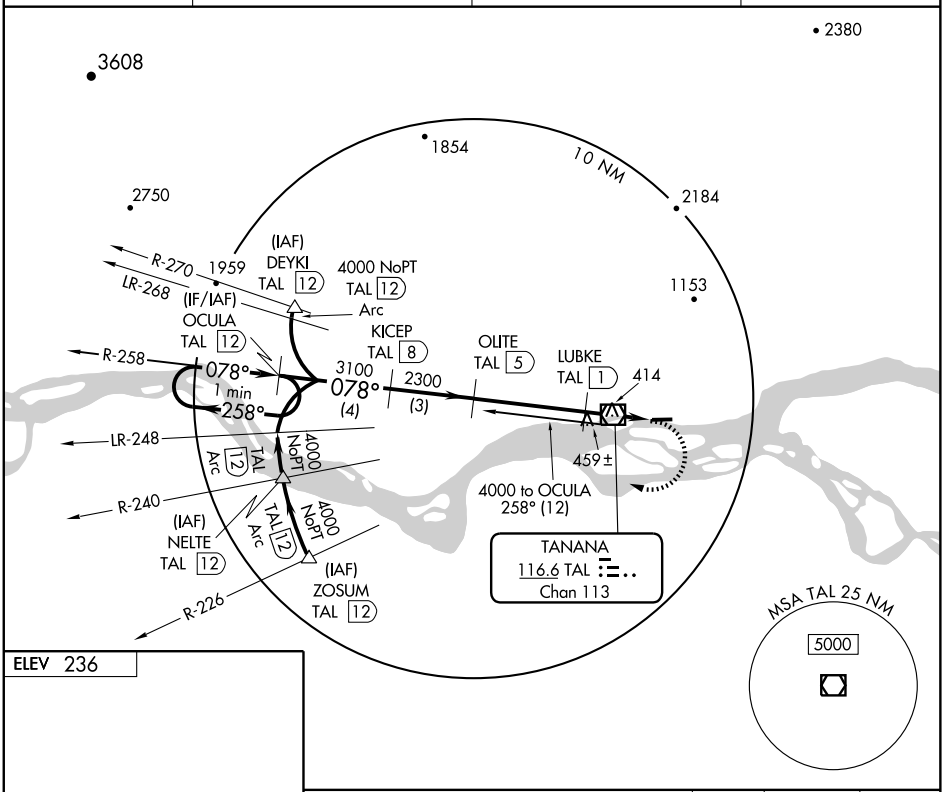
VOR/DME RWY 7

TANANA/ RALPH M. CALHOUN MEMORIAL (TAL) (PATA)

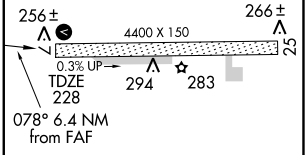
Circling NA North of Rwy 7-25

MISSED APPROACH: Climbing right turn to 4000 via heading 275° and TAL VOR/DME R-258 to OCULA 12 DME and hold, continue climb-in-hold to 4000.

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.1	133.1 285.4	122.65	122.9 L

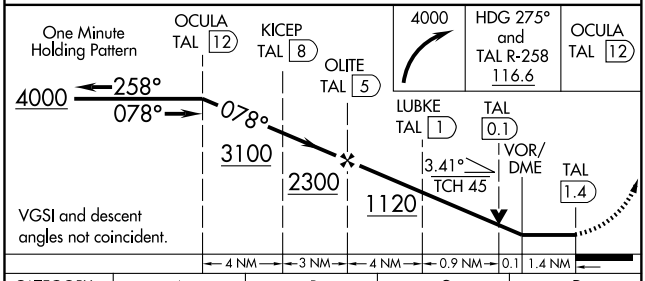


ELEV 236



MIRL Rwy 7-25 L

Knots	60	90	120	150	180
Min:Sec					

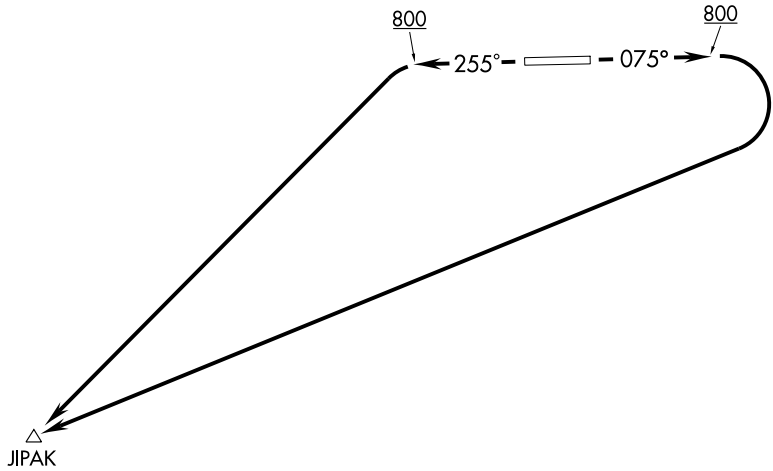


CATEGORY	A	B	C	D
S-7	720-1 492 (500-1)		720-1¼ 492 (500-1¼)	720-1½ 492 (500-1½)
CIRCLING	720-1 484 (500-1)		720-1½ 484 (500-1½)	800-2 564 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

JIPAK ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
133.3 290.4



NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 7: 500-2 with minimum climb of 201 per NM to 1100 or standard with minimum climb of 310 to 1100.
Rwy 25: 300-2 or standard with minimum climb of 220 per NM to 700.

TAKE-OFF OBSTACLE NOTES

Rwy 7: Vehicles and vegetation beginning 57′ from DER, 500′ left of centerline, up to 15′ AGL/314′ MSL.
Rwy 25: Vegetation and terrain beginning 1052′ from DER, 276′ right of centerline, up to 10′ AGL/359′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb heading 075° to 800, then climbing right turn direct JIPAK, thence. . . .

TAKE-OFF RUNWAY 25: Climb heading 255° to 800, then direct JIPAK, thence. . . .

. . . .maintain 6200 or assigned altitude.

TELLER, ALASKA

AL-10174 (FAA)

RNAV (GPS) RWY 7

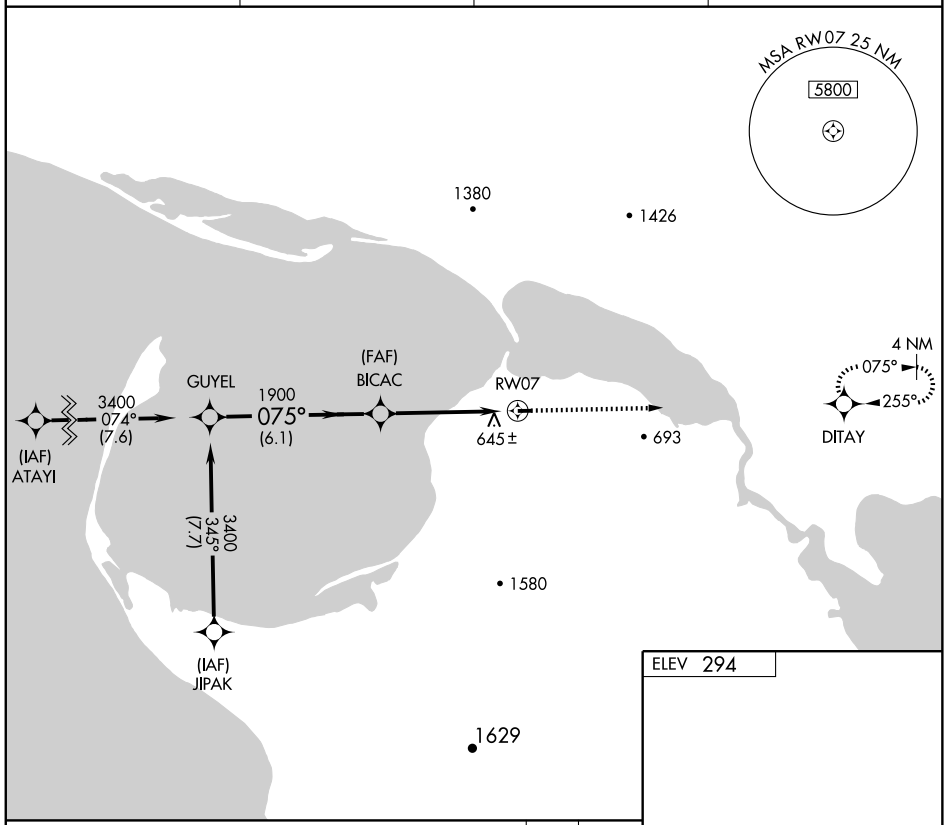
TELLER (TER) (PATE)

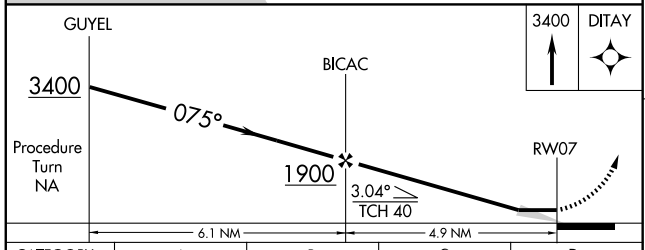
APP CRS	Rwy Idg	TDZE	Apt Elev
075°	3000	294	294

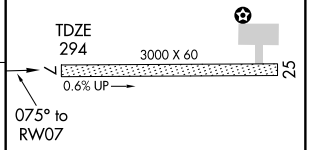
Use Tin City altimeter setting.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3400 direct DITAY and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
118.375	133.3 290.4	122.6	123.0 L







ELEV 294

CATEGORY	A	B	C	D
LNAV MDA	1020-1 726 (800-1)		1020-2 726 (800-2)	NA
CIRCLING	1060-1 766 (800-1)		1060-2¼ 766 (800-2¼)	NA

MIRL Rwy 7-25 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3000
255°	TDZE	294
	Apt Elev	294

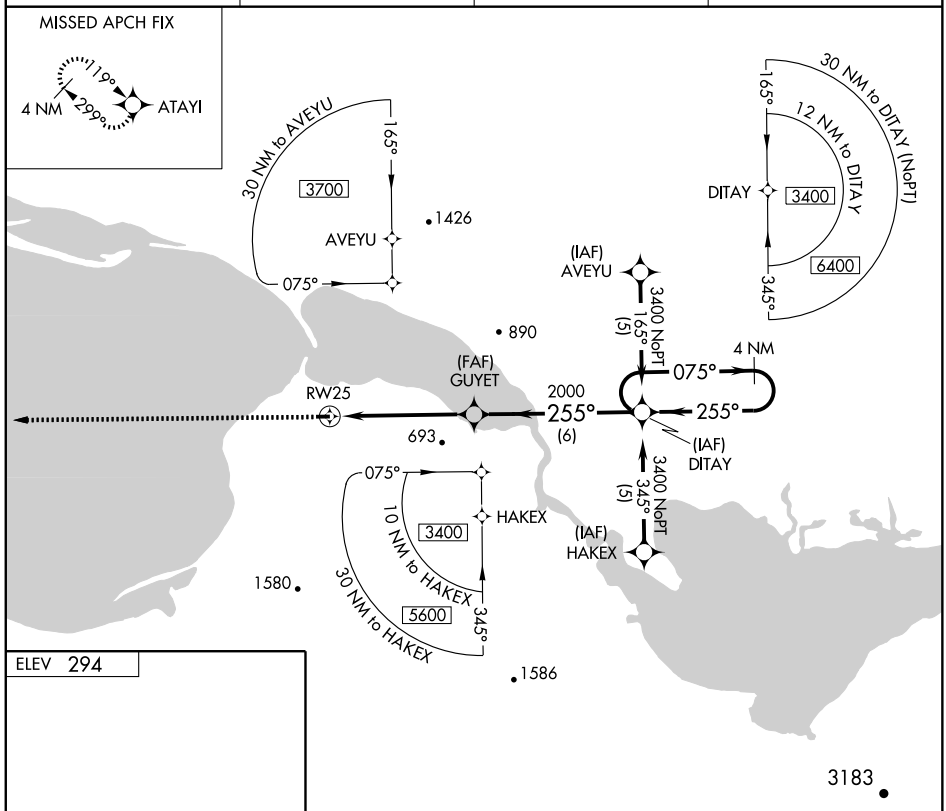
RNAV (GPS) RWY 25

TELLER (TER) (PATE)

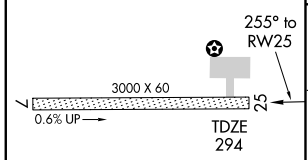
Use Tin City altimeter setting.
NA DME/DME RNP- 0.3 NA.

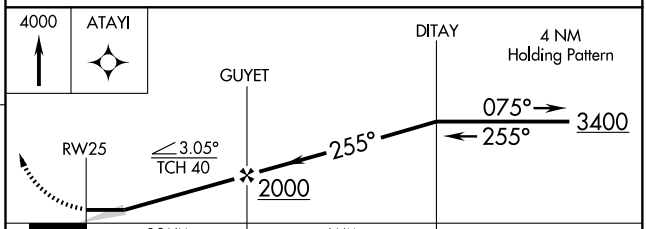
MISSED APPROACH: Climb to 4000 direct ATAYI and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
118.375	133.3 290.4	122.6	123.0 L



ELEV 294





CATEGORY	A	B	C	D
LNAV MDA	1260-1¼ 966 (1000-1¼)	1260-1½ 966 (1000-1½)	1260-3 966 (1000-3)	NA
CIRCLING	1260-1¼ 966 (1000-1¼)	1260-1½ 966 (1000-1½)	1260-3 966 (1000-3)	NA

MIRL Rwy 7-25 L

AK. 17 DEC 2009 to 11 FEB 2010

NDB/DME RWY 34

NDB/DME TNC 347 Chan 119 (Y)	APCH CRS 336°	Rwy ldg 4700 THRE 240 Arpt Elev 271

AL-2334 [USAF]

TIN CITY LRRS (PATC)

** Circling not authorized W of Rwy 16-34.

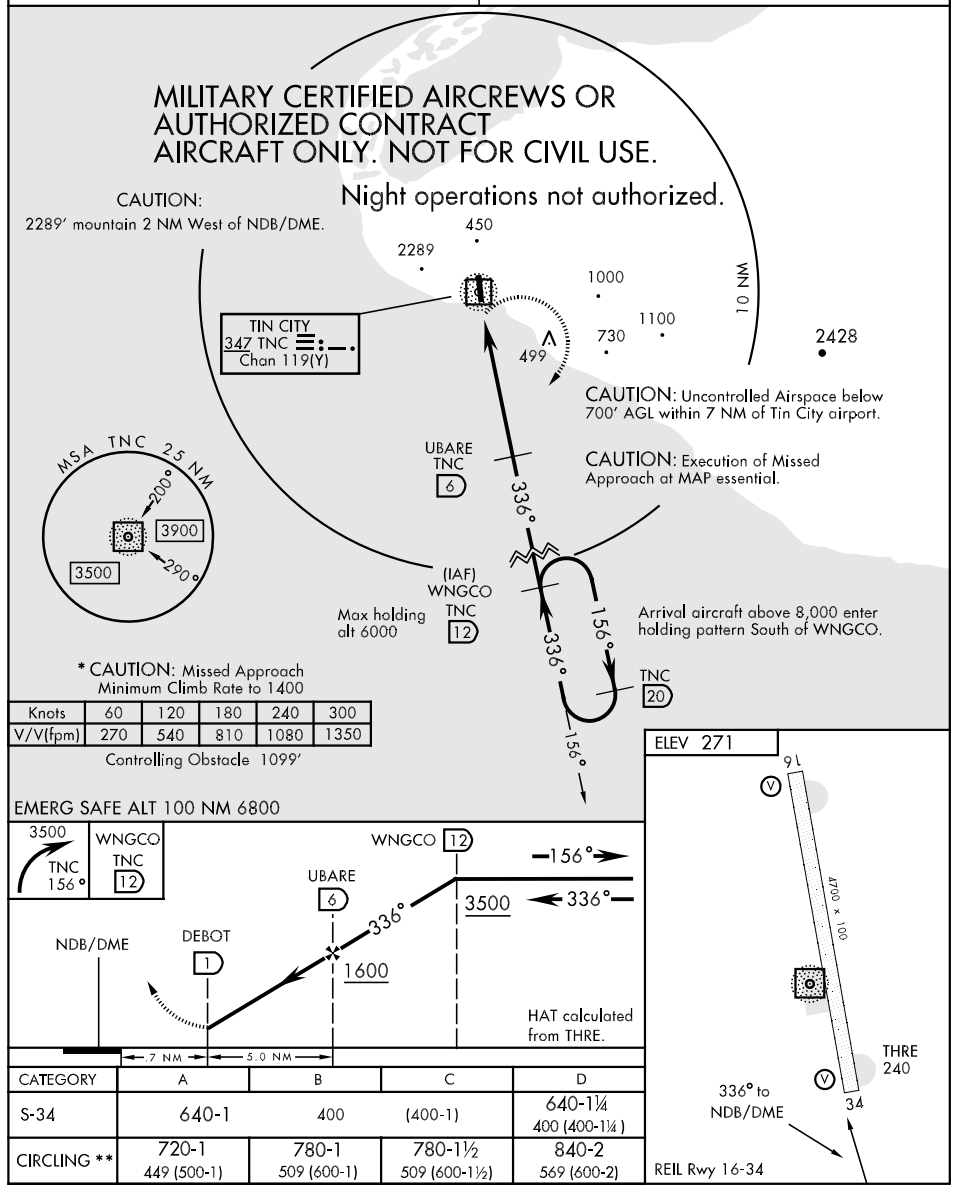
* MISSED APPROACH: Climbing right turn to 3500 to intercept TNC 156° bearing to WNGCO/12 DME and hold. Climb in holding authorized.

ANCHORAGE CENTER	TIN CITY RADIO
133.3 290.4	122.6 126.2

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.

Night operations not authorized.

CAUTION: 2289′ mountain 2 NM West of NDB/DME.



CATEGORY	A	B	C	D
S-34	640-1	400	(400-1)	640-1¼ 400 (400-1¼)
CIRCLING **	720-1 449 (500-1)	780-1 509 (600-1)	780-1½ 509 (600-1½)	840-2 569 (600-2)

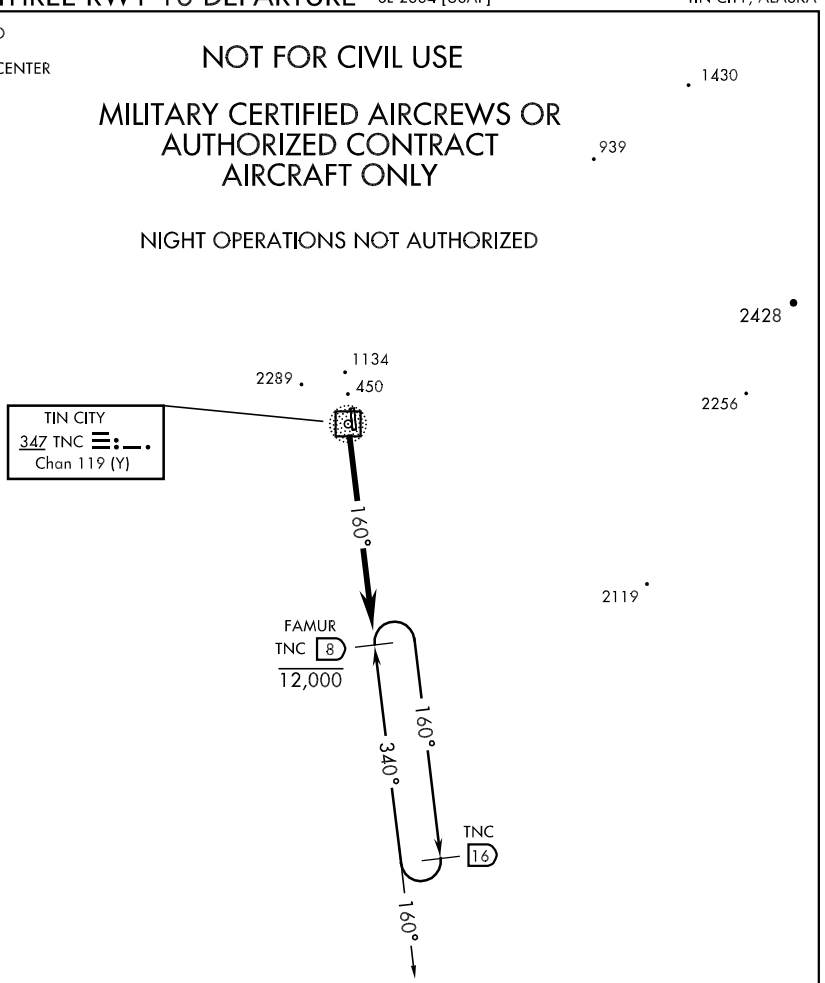
AK, 17 DEC 2009 to 11 FEB 2010

TIN CITY RADIO
122.6 126.2
ANCHORAGE CENTER
133.3 290.4

NOT FOR CIVIL USE

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY

NIGHT OPERATIONS NOT AUTHORIZED



EMERG SAFE ALT 100 NM 6800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track bearing 160° outbound to FAMUR. At FAMUR, continue climb to 5000 or ATC assigned altitude/MEA before proceeding on course. Climb in holding at FAMUR authorized.

TAKE-OFF RWY 34: Departures not authorized.

AK, 17 DEC 2009 to 11 FEB 2010

NDB/DME TOG 393 Chan 114 (116.7)	APP CRS 184°	Rwy Idg N/A TDZE N/A Apt Elev 21

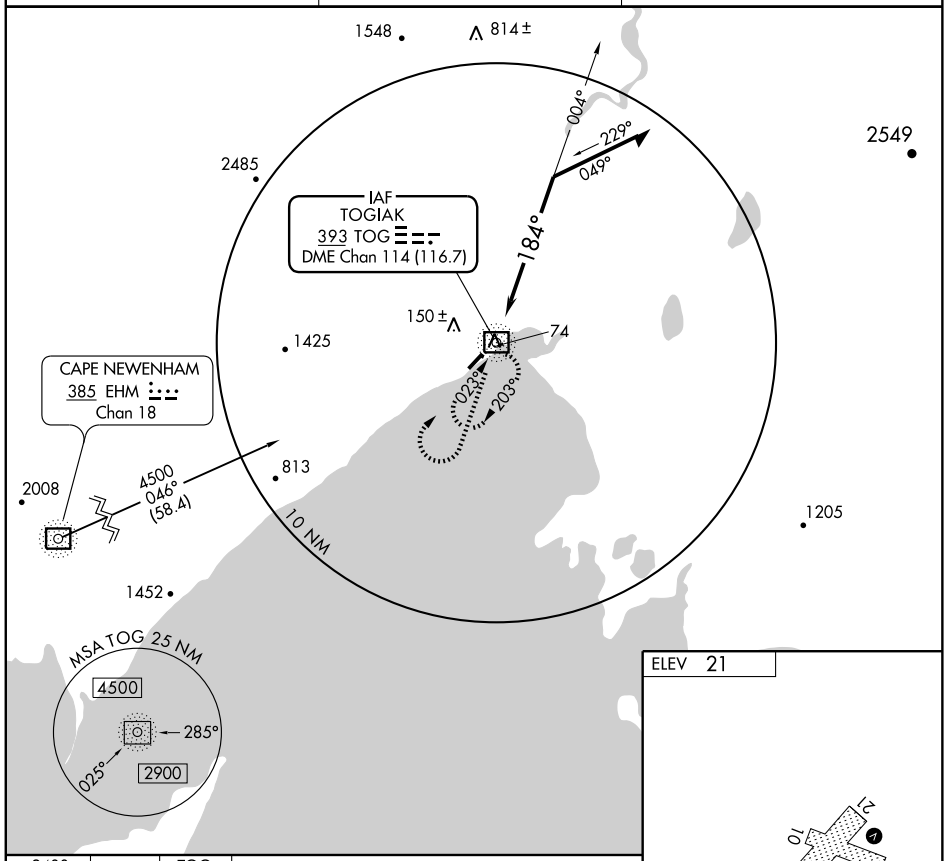
NDB-B

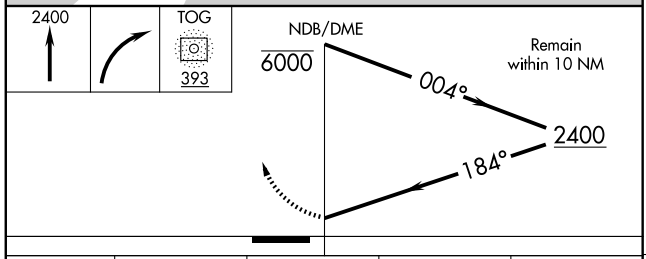
TOGIAK (TOG) (PATG)

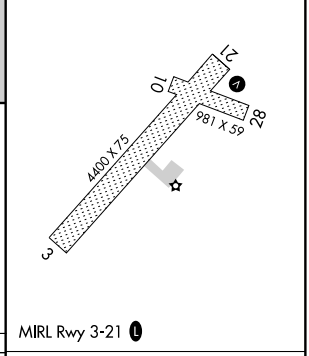
Circling NA for Cat D NW of runway 3-21.

MISSED APPROACH: Climb to 2400 then right turn direct TOG NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
119.3	132.75 282.35	122.5 L







CATEGORY	A	B	C	D
CIRCLING	900-1 879 (900-1)	900-1¼ 879 (900-1¼)	900-2½ 879 (900-2½)	900-2¾ 879 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

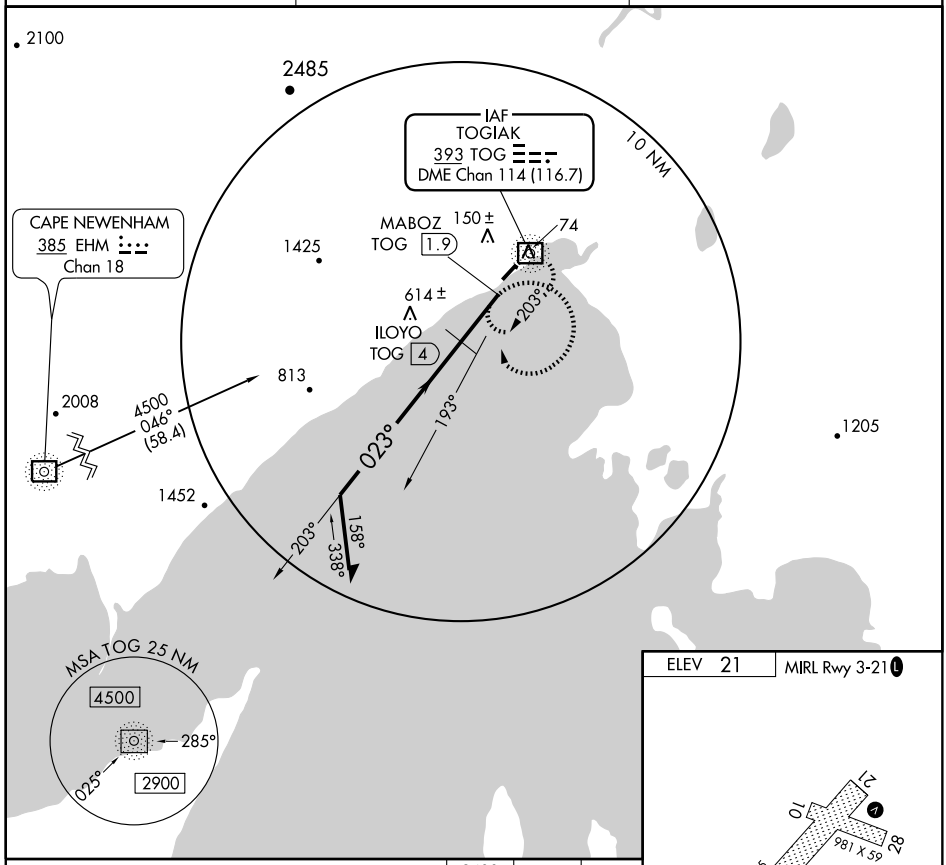
NDB/DME TOG 393 Chan 114 (116.7)	APP CRS 023°	Rwy Idg N/A TDZE N/A Apt Elev 21

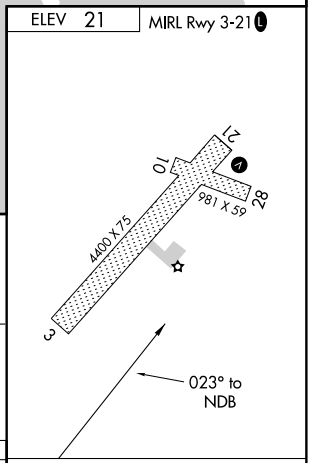
NDB/DME-A
TOGIAK (TOG)(PATG)

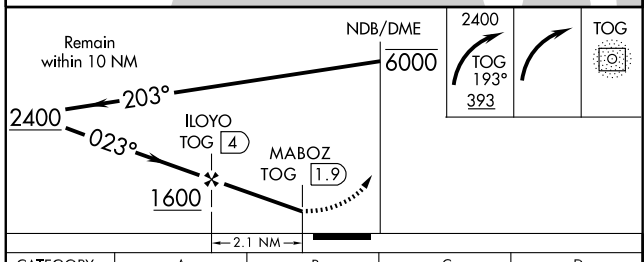
Circling NA for Cat D NW of runway 3-21.

MISSED APPROACH: Climbing right turn via 193° bearing from TOG NDB/DME to 2400, then right turn direct TOG NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
119.3	132.75 282.35	122.5 (L)







CATEGORY	A	B	C	D
CIRCLING	680-1	659 (700-1)	680-1¾ 659 (700-1¾)	680-2 659 (700-2)

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4400
020°	TDZE	21
	Apt Elev	21

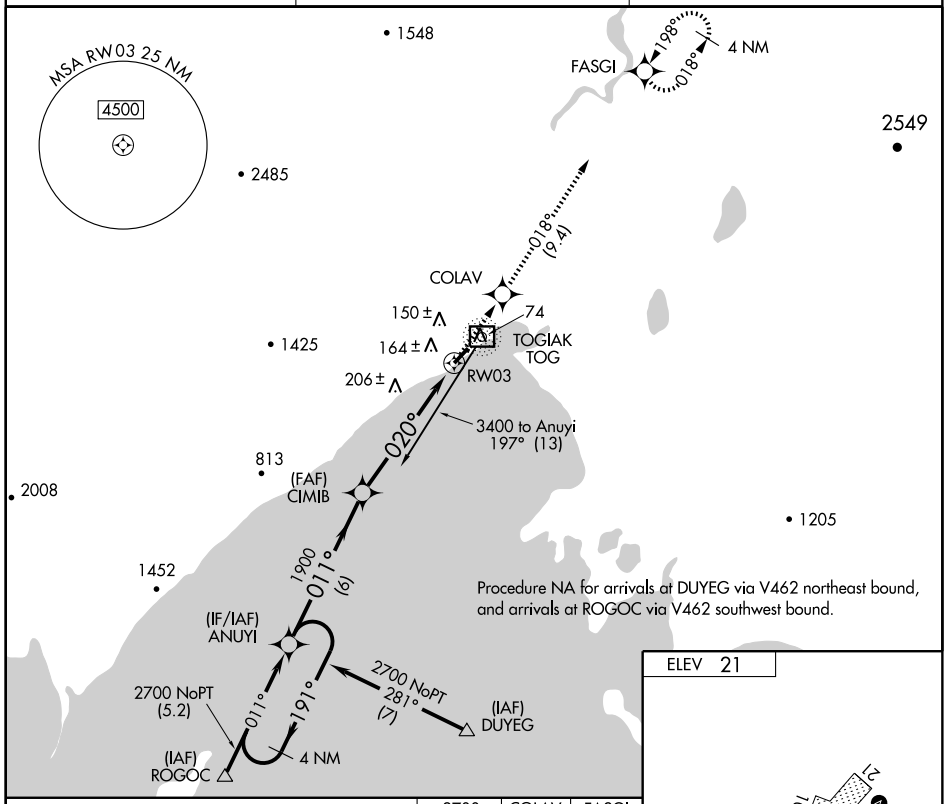
RNAV (GPS) RWY 3

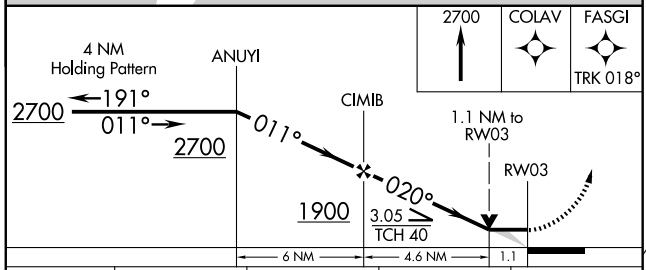
TOGIAK (TOG)(PATG)

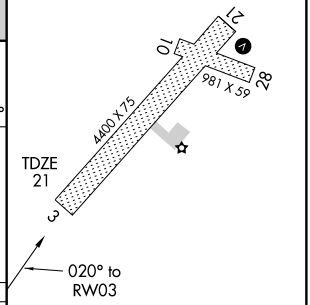
Circling NA for Cat D NW of runway 3-21.
DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 2700 direct COLAV and via 018° track to FASGI and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
119.3	132.75 282.35	122.5 L







CATEGORY	A	B	C	D
LNAV MDA	420-1 399 (400-1)			420-1¼ 399 (400-1¼)
CIRCLING	480-1 459 (500-1)		480-1½ 459 (500-1½)	580-2 559 (600-2)

MIRL Rwy 3-21 L

AK, 17 DEC 2009 to 11 FEB 2010

TOGIAK VILLAGE, ALASKA AL-6819 (FAA)

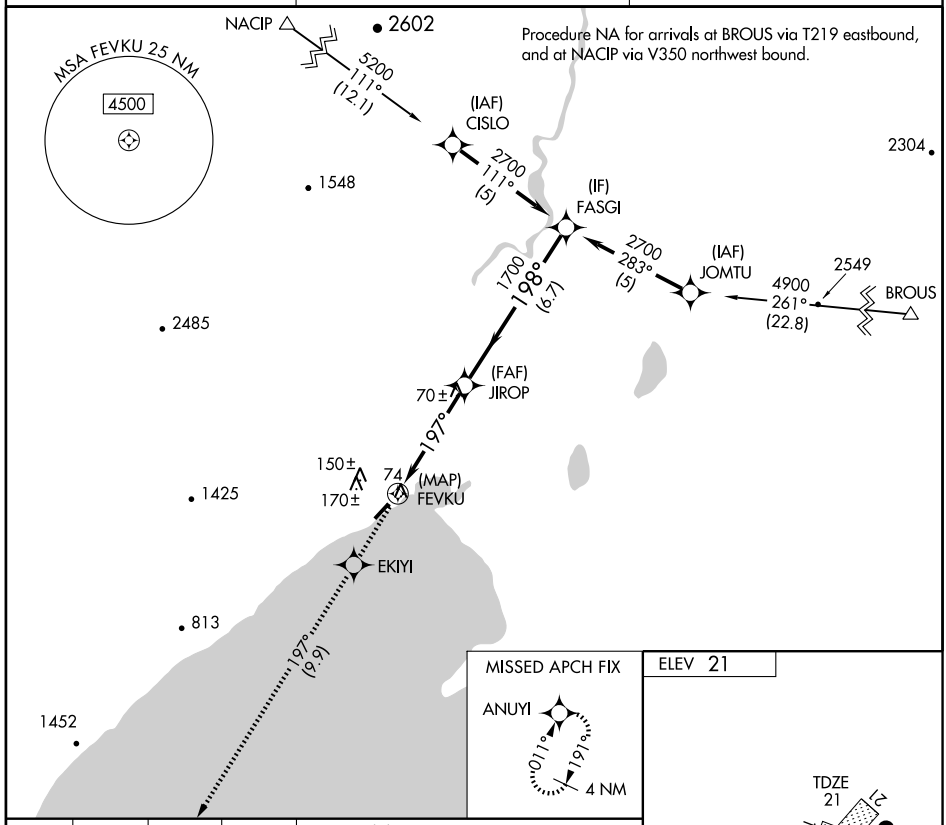
APP CRS	Rwy Idg	4400
197°	TDZE	21
	Apt Elev	21

RNAV (GPS) RWY 21
TOGIAK (TOG)(PATG)

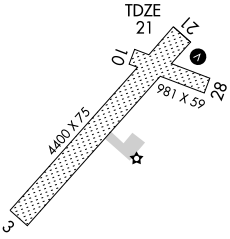
Circling NA for Cat D NW of Rwy 3-21.
DME/DME RNP-0.3 NA.
Procedure NA at night.

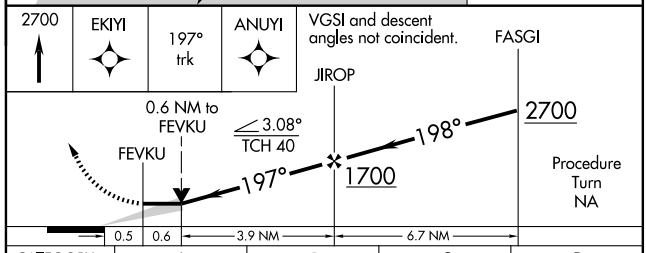
MISSED APPROACH: Climb to 2700 direct EKIYI and via 197° track to ANUYI and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
119.3	132.75 282.35	122.5



ELEV 21





CATEGORY	A	B	C	D
LNAV MDA	380-1 359 (400-1)			380-1¼ 359 (400-1¼)
CIRCLING	480-1 459 (500-1)		480-1½ 459 (500-1½)	580-2 559 (600-2)

MIRL Rwy 3-21

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
266°	TDZE	N/A
	Apt Elev	1639

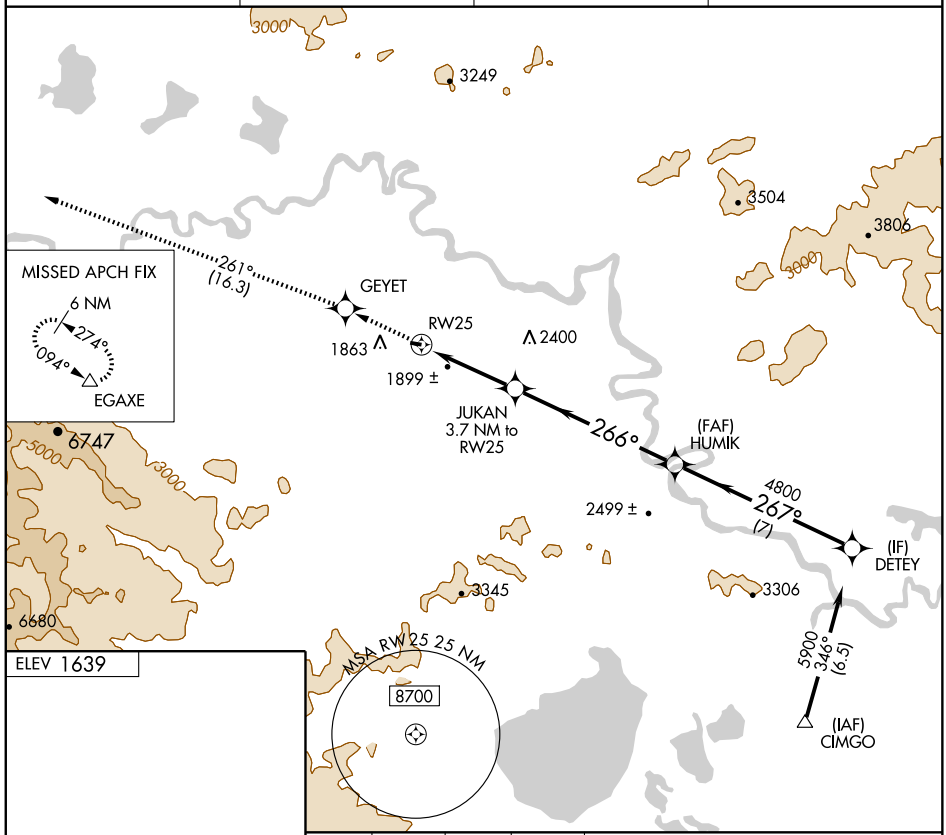
RNAV (GPS)-A

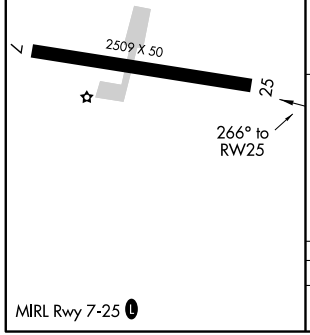
TOK JUNCTION (6K8) (PFTO)

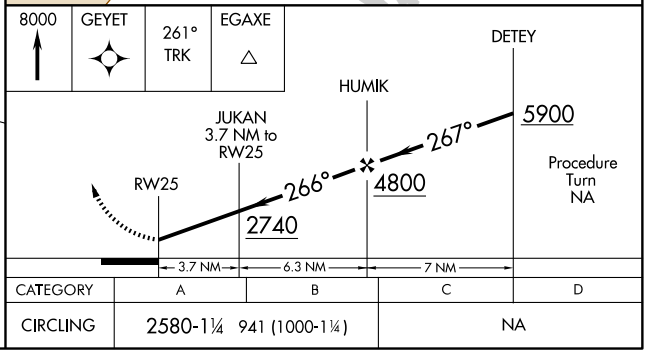
DME/DME RNP-0.3 NA.
Use Northway altimeter setting.

MISSED APPROACH: Climb to 8000 direct GEYET and via 261° track to EGAXE and hold, continue climb-in-hold to 8000.

NORTHWAY ASOS	ANCHORAGE CENTER	NORTHWAY RADIO	UNICOM
135.4	126.55 323.0	122.4	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	2580-1¼ 941 (1000-1¼)		NA	

MIRL Rwy 7-25 (L)

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	2509
070°	TDZE	1639
	Apt Elev	1639

RNAV (GPS) RWY 7

TOK JUNCTION (6K8) (PFTO)

DME/DME RNP-0.3 NA.
Use Northway altimeter setting.

MISSED APPROACH: Climb to 8000 direct NUNIC and via 119° track to CIMGO and hold, continue climb-in-hold to 8000.

NORTHWAY ASOS	ANCHORAGE CENTER	NORTHWAY RADIO	UNICOM
135.40	126.55 323.0	122.4	122.8 (CTAF) L

NoPT for arrivals at EGAXE on V444 eastbound.
Minimum holding at EGAXE 8000.

4138
3735
6 NM
3000
3249
274°
094°
HOLD 8000
(IAF)
EGAXE
4700
090°
(7.1)
(IF)
KUNNE
3500
084°
(6.4)
(FAF)
LISEY
070°
RW07
1863
2400
NUNIC
119°
6747
6970
5000
3000
5000
MSA RW07 25 NM
8700
3345
MISSED APCH FIX
094°
7 NM
CIMGO
274°

ELEV 1639

TDZE
1639
2509 X 50
25
070° to
RW07

KUNNE
8000
NUNIC
119°
TRK
CIMGO
LISEY
4700
084°
RW07
Procedure
Turn NA
3500
070°
3.05°
TCH 40
6.4 NM
5.6 NM

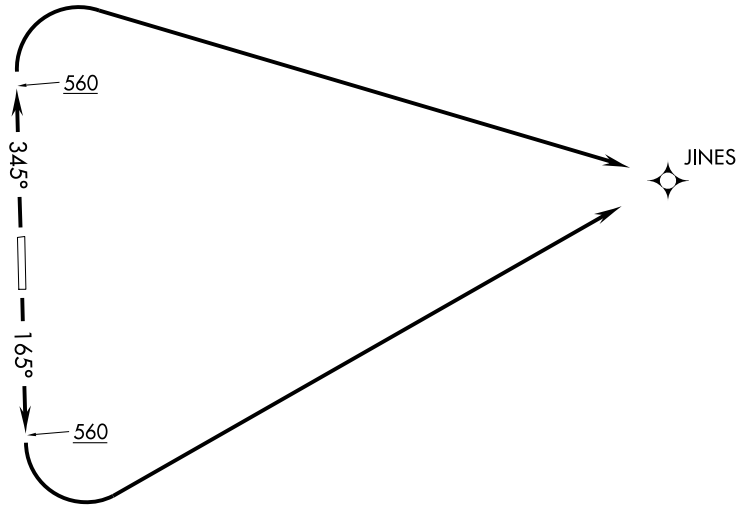
CATEGORY	A	B	C	D
LNAV MDA	2500-1 861 (900-1)	2500-1¼ 861 (900-1¼)	2500-2½ 861 (900-2½)	NA
CIRCLING	2540-1¼ 901 (1000-1¼)		2540-2¾ 901 (1000-2¾)	NA

MIRL Rwy 7-25 L

AK, 17 DEC 2009 to 11 FEB 2010

JINES ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
125.2 372.0
CTAF
122.9



TAKE-OFF MINIMUMS
Rwy 16: Standard.
Rwy 34: Standard with minimum climb of 385′ per NM to 1700.

TAKE-OFF OBSTACLES NOTES
Rwy 16: Multiple trees beginning 85′ from DER, 300′ right of centerline, up to 15′ AGL / 65′ MSL.
Multiple trees beginning 100′ from DER, on centerline, up to 15′ AGL / 61′ MSL.
Rwy 34: Multiple trees beginning 1260′ from DER, 240′ right of centerline, up to 15′ AGL / 64′ MSL.

NOTES: 1. GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb heading 165° to 560, then left turn direct JINES, thence . . . .

TAKE-OFF RWY 34: Climb heading 345° to 560, then right turn direct JINES, thence . . . .

. . . . maintain 3000 or ATC assigned altitude.

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS		
345°	Rwy Idg	3218
	TDZE	59
	Apt Elev	59

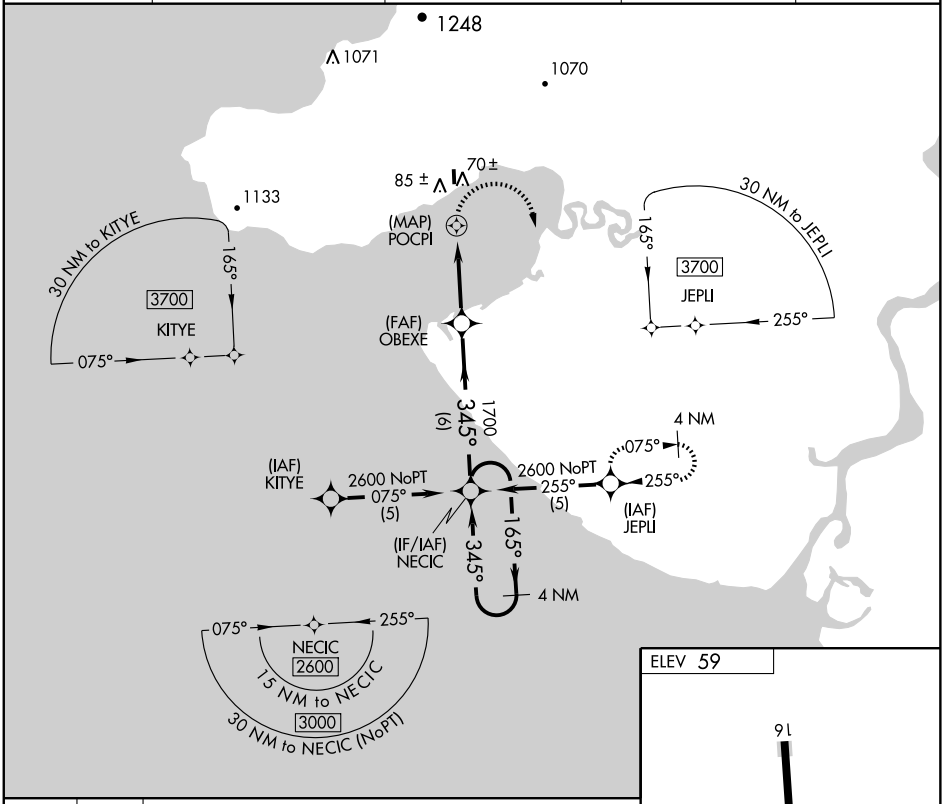
RNAV (GPS) RWY 34

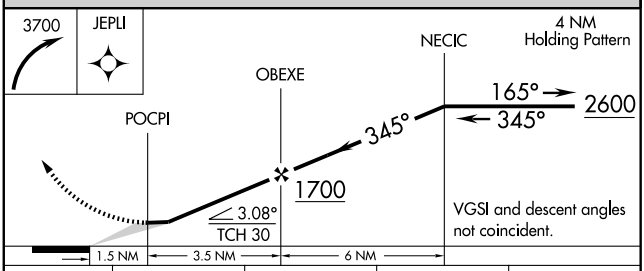
TOKSOOK BAY (00K)(PA00)

Circling NA west of Rwy 16-34. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mekoryuk altimeter setting and increase all MDA 100 feet.

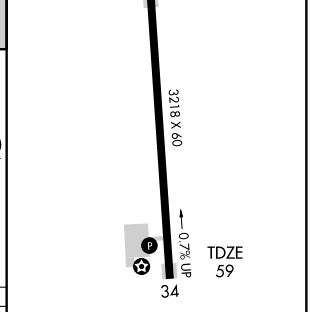
MISSED APPROACH: Climbing right turn to 3700 direct JEPLI and hold, continue climb-in-hold to 3700.

ASOS	MEKORYUK AWOS-3	ANCHORAGE CENTER	KENAI RADIO	CTAF
119.275	123.9	125.2 372.0	122.6	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	460-1¾ 401 (500-1¾)		NA	
CIRCLING	500-1¾ 441 (500-1¾)	520-1¾ 461 (500-1¾)	NA	



REIL Rwy 34 (L)
MIRL Rwy 16-34 (L)

AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-UNK	APP CRS	Rwy Idg	5900
111.3	146°	TDZE	27
Chan 50		Apt Elev	27

LOC/DME RWY 15

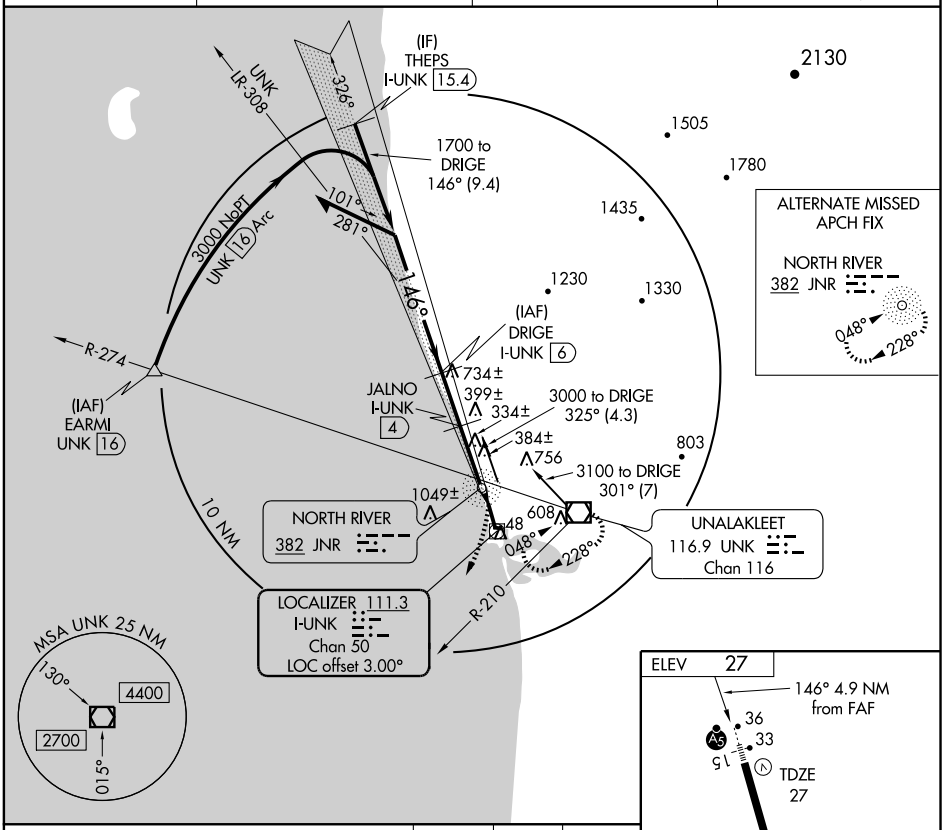
UNALAKLEET (UNK)(PAUN)

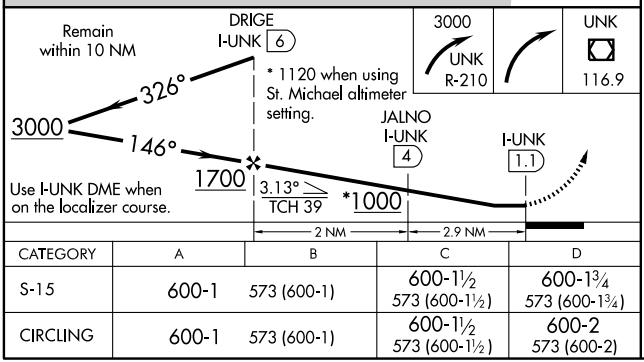
Inoperative table does not apply. Circling NA east of runway 15-33. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet; increase all Cat. C/D visibilities ½ mile.

MALSR

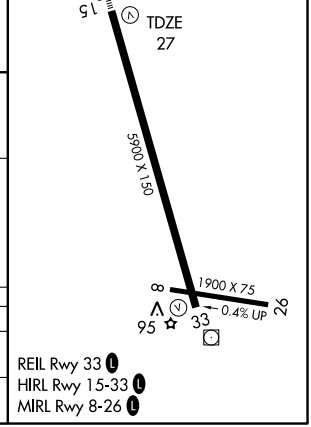
MISSED APPROACH: Climbing right turn to 3000 via UNK VOR/DME R-210, then climbing right turn direct UNK VOR/DME and hold;

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
132.25	135.7 335.5	122.3	123.0 L





CATEGORY	A	B	C	D
S-15	600-1	573 (600-1)	600-1½ 573 (600-1½)	600-1¾ 573 (600-1¾)
CIRCLING	600-1	573 (600-1)	600-1½ 573 (600-1½)	600-2 573 (600-2)



AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
106°	TDZE	N/A
	Apt Elev	27

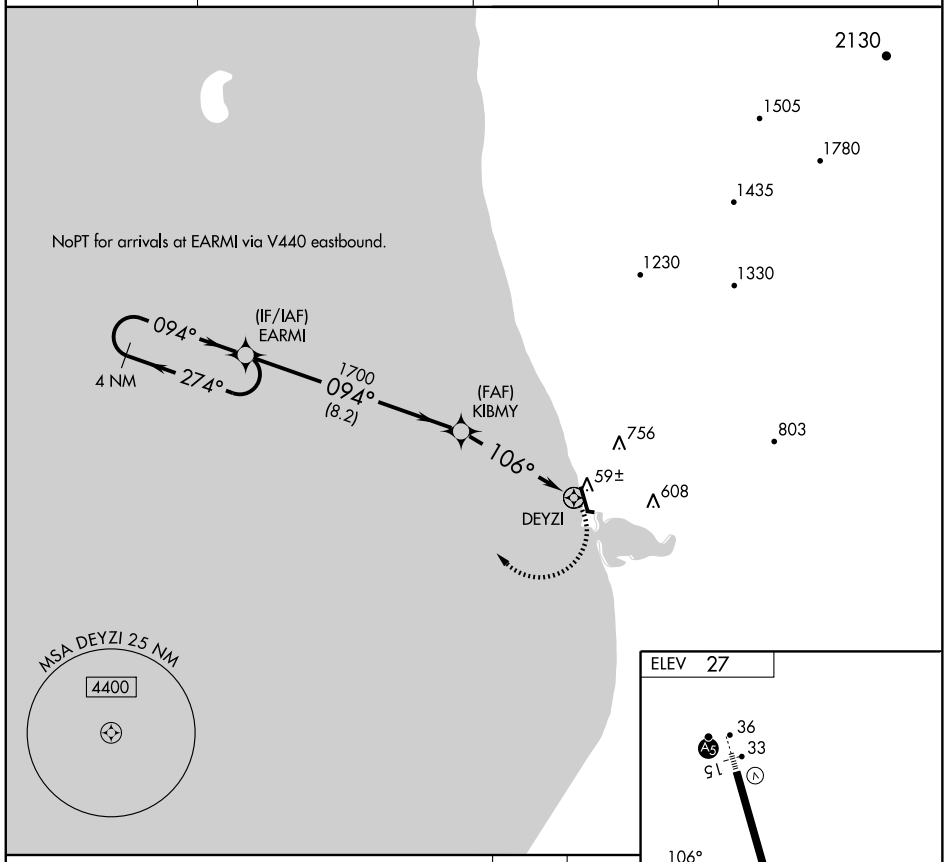
RNAV (GPS)-A

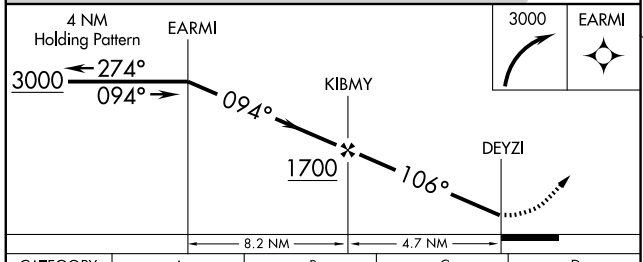
UNALAKLEET (UNK)(PAUN)

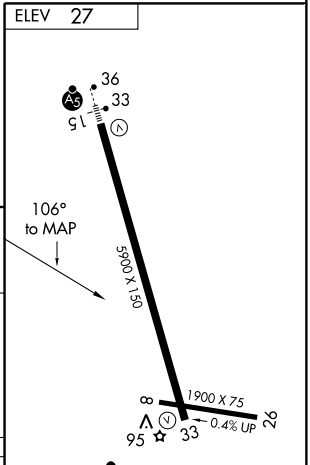
Circling NA East of Rwy 15-33. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet; increase Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct EARMI and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
132.25	135.7 335.5	122.3	123.0 L







CATEGORY	A	B	C	D
CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	580-2 553 (600-2)

REIL Rwy 33 L
HIRL Rwy 15-33 L
MIRL Rwy 8-26 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	5900
344°	TDZE	24
	Apt Elev	27

RNAV (GPS) RWY 33

UNALAKLEET (UNK) (PAUN)

Circling NA east of Rwy 15-33. DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet; increase all Cat. C/D visibilities ½ mile. VDP NA when using St. Michael altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct HERLA and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
132.25	135.7 335.5	122.3	123.0 L

Procedure NA for arrivals at UNK VOR/DME via V385 and 488 northeast bound.

MSA AGSIH 25 NM
4400

UNALAKLEET
UNK
608
756
803
AGSIH
3700 to ZOGTA
192° (12.7)
249±
344°
(FAF)
BEJJI
1800
014° (2.3)
WIKIP
YAGUN
1910
4000
238°
(20.8)
HERLA
034°
214°
4 NM
4 NM
2500
014°
(3.8)
194°
014°
(IF/IAF)
ZOGTA
2108
2982
1925
1945
1800
3700 NoPT
342°
(16.2)
(IAF)
VUSUY

ELEV 27

36
33
15
5900 X 150
1900 X 75
0.4% UP
TDZE
24
95
8
33
26
344° to RW33

REIL Rwy 33 L
HIRL Rwy 15-33 L
MIRL Rwy 8-26 L

4 NM Holding Pattern
ZOGTA
3700
194°
014°
WIKIP
2500
014°
BEJJI
2.96°
TCH 54
0.9 NM to AGSIH
1800
344°
AGSIH
3000
HERLA
3.8 NM
2.3 NM
4.1 NM
0.9
0.5

CATEGORY	A	B	C	D
LNAV MDA	520-1 496 (500-1)		520-1¼ 496 (500-1¼)	520-1½ 496 (500-1½)
CIRCLING	520-1 493 (500-1)		520-1½ 493 (500-1½)	580-2 553 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

VOR/DME UNK	APP CRS	Rwy Idg	N/A
116.9	094°	TDZE	N/A
Chan 116		Apt Elev	27

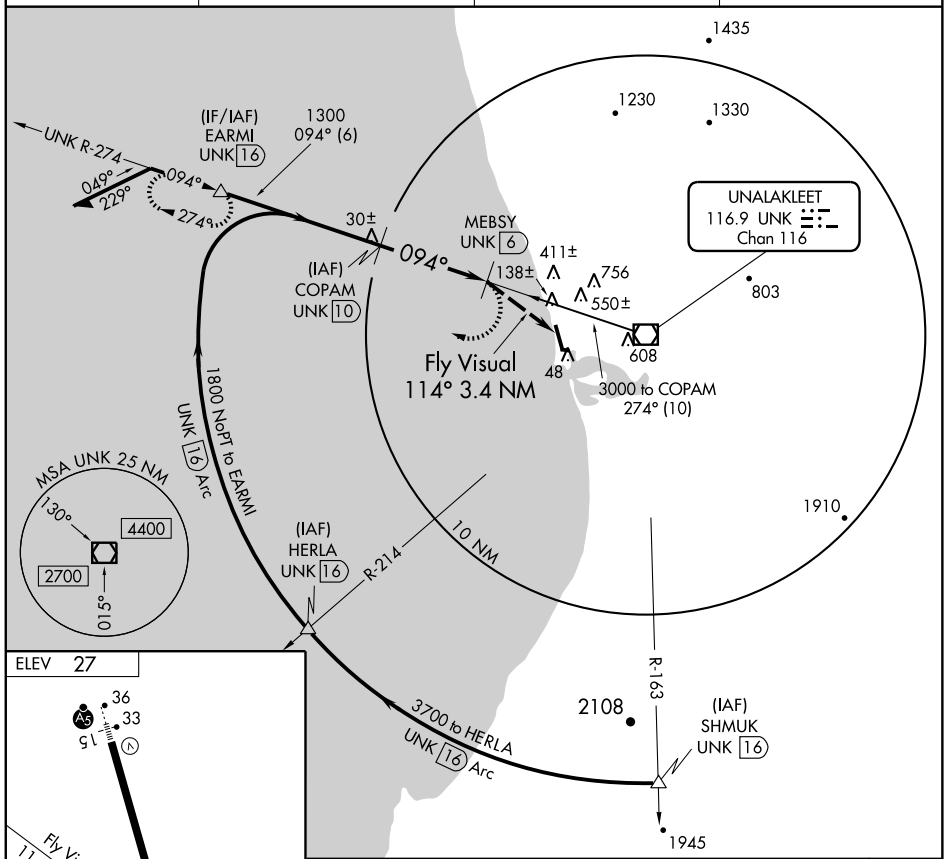
VOR/DME-D

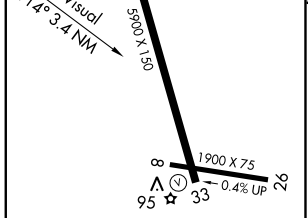
UNALAKLEET (UNK)(PAUN)

Circling NA east of runway 15-33. When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet.

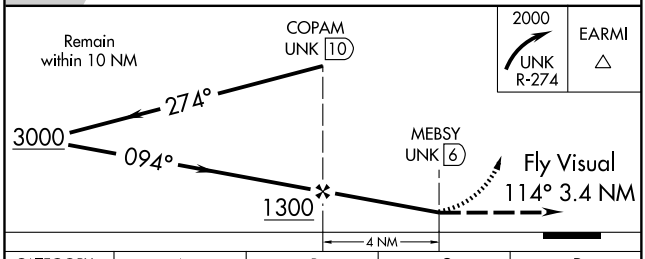
MISSED APPROACH: Climbing right turn to 2000 via UNK VOR/DME R-274 to EARMI/16 DME and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
132.25	135.7 335.5	122.3	123.0 L





REIL Rwy 33 L
HIRL Rwy 15-33 L
MIRL Rwy 8-26 L



CATEGORY	A	B	C	D
CIRCLING	440-4 413 (500-4)	480-4	453 (500-4)	580-4 553 (600-4)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
159°	TDZE	N/A
	Apt Elev	22

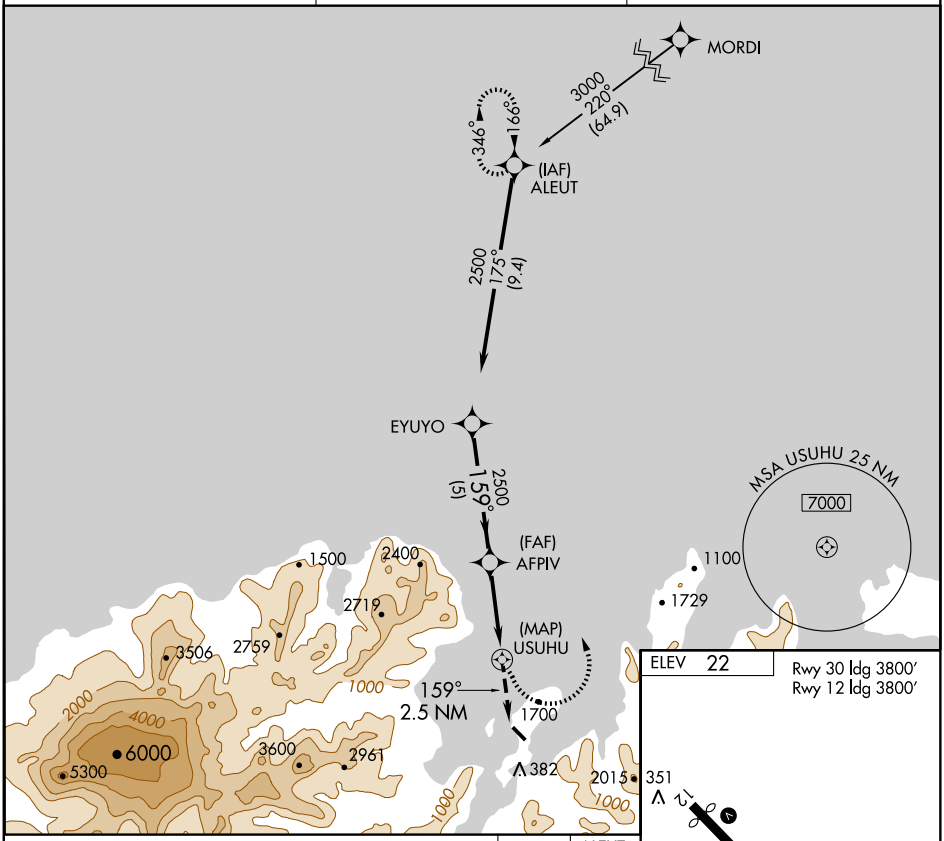
GPS-E

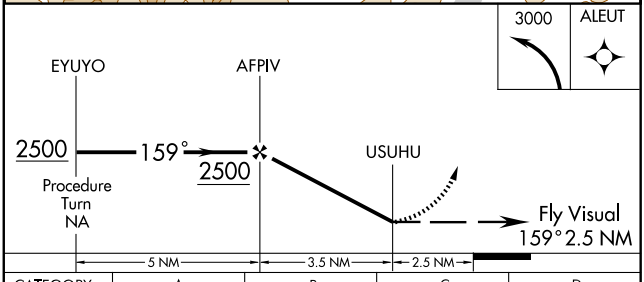
UNALASKA (DUT) (PADU)

Circling not authorized northeast of runway 12-30.
Procedure not authorized at night.

MISSED APPROACH: Climbing left turn to 3000 direct ALEUT WP and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
125.8	121.4	122.6 L ★





CATEGORY	A	B	C	D
CIRCLING	1820-3 1798 (1800-3)			2000-3 1978 (2000-3)

AK, 17 DEC 2009 to 11 FEB 2010

NDB/DME DUT	APP CRS	Rwy Idg	N/A
283	166°	TDZE	N/A
Chan 86 (113.9)		Apt Elev	22

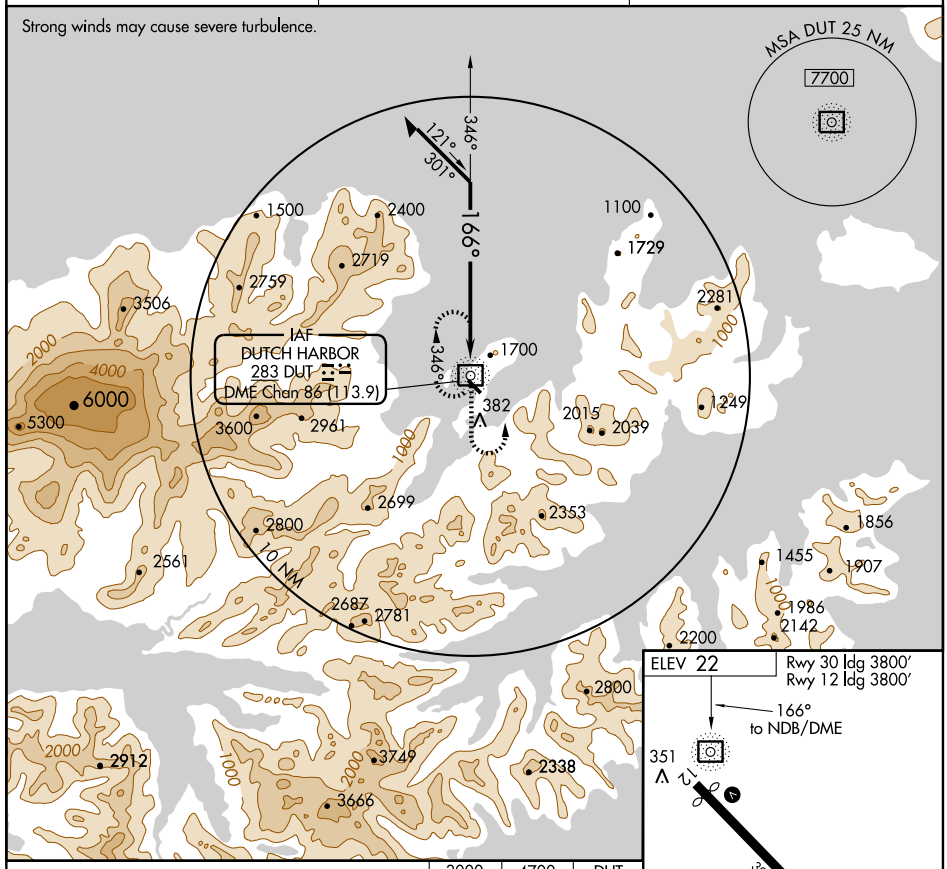
NDB-A
UNALASKA (DUT) (PADU)

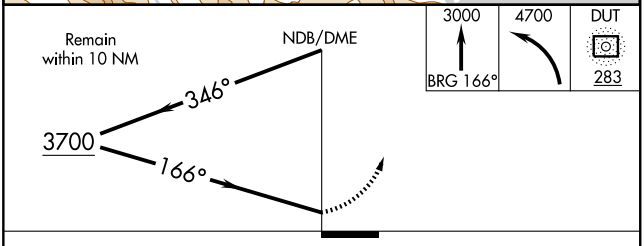
When Unalaska altimeter setting not available procedure not authorized.
Circling not authorized Northeast of Rwy 12-30.
Procedure not authorized at night.
Descend to 6000 in holding pattern.

MISSED APPROACH: Climb to 3000 via 166° bearing then climbing left turn to 4700 direct DUT NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
125.8	121.4	122.6 L ★

Strong winds may cause severe turbulence.





CATEGORY	A	B	C	D
CIRCLING	2200-1¼ 2187 (2200-1¼)	2200-1½ 2187 (2200-1½)	2200-3	2187 (2200-3)

Knots	60	90	120	150	180
Min:Sec					

AK, 17 DEC 2009 to 11 FEB 2010

NDB RWY 24

NDB/DME UTO	APCH CRS	Rwy Idg	4100
272	248°	THRE	962
Chan 22 (Y)		Arpt Elev	1220

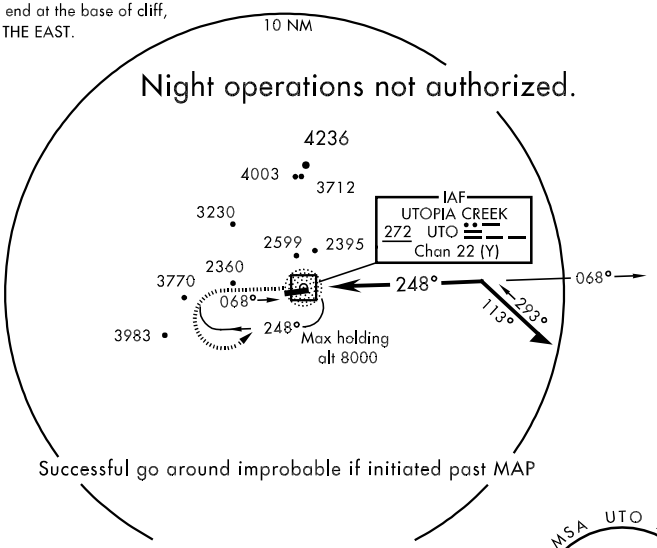
AL-2335 [USAF]

INDIAN MOUNTAIN LRRS (PAIM)

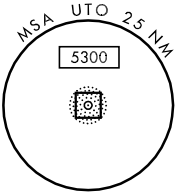
MISSED APPROACH: Climb on track 248° until 4400. Then turn left direct UTO NDB and hold at 6300. Climb in holding authorized.

ANCHORAGE CENTER APP/DEP CON	RCO	CTAF	AWOS-3
124.6 352.0	122.6 (FAIRBANKS)	126.2	

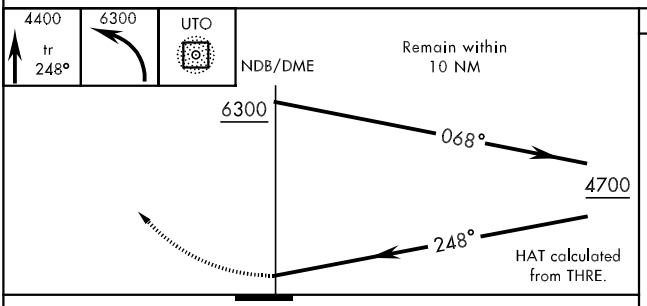
CAUTION: Rwy located on a slope of a 3415' mountain with W end at the base of cliff, APRROACH ONLY FROM THE EAST.



MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.



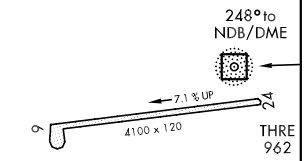
EMERG SAFE ALT 100 NM 9900



ELEV 1220

Land Rwy 24

Take-off Rwy 6



CATEGORY	A	B	C	D
S-24	3540-1¼ 2578 (2300-1¼)	3540-1½ 2578 (2300-1½)	3540-3 2578 (2300-3)	
CIRCLING	NOT AUTHORIZED			

REIL Rwy 24

AK, 17 DEC 2009 to 11 FEB 2010

LOC/DME I-VDZ	APP CRS	Rwy Idg	N/A
109.5	054°	TDZE	N/A
Chan 32		Apt Elev	121

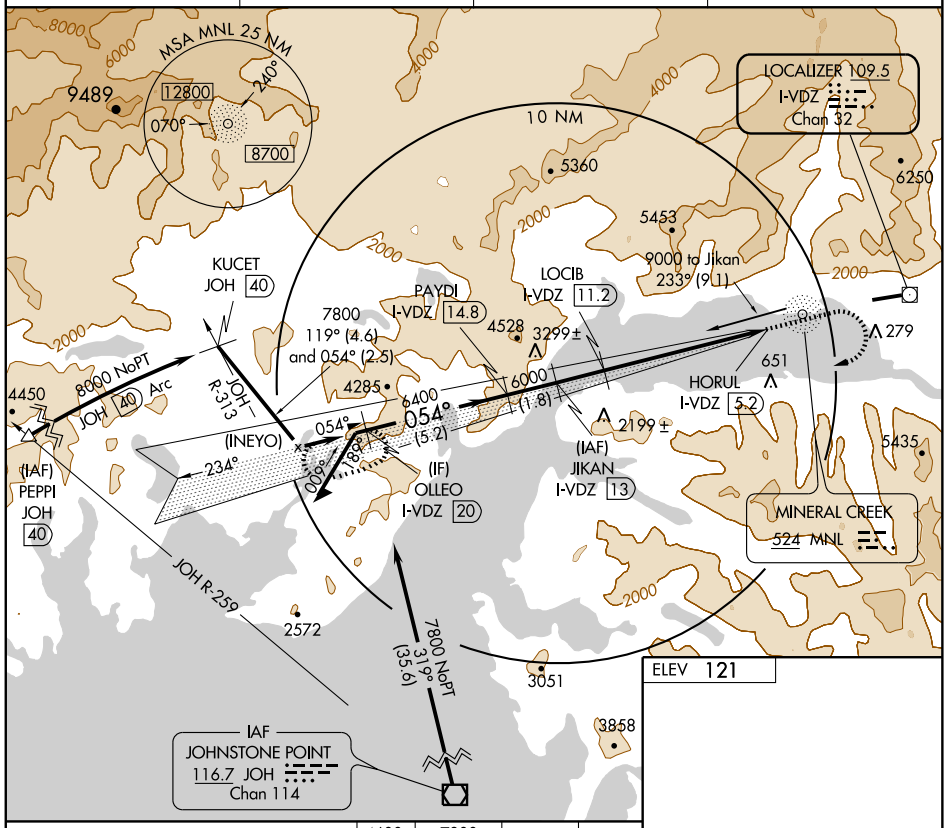
LDA/DME-H

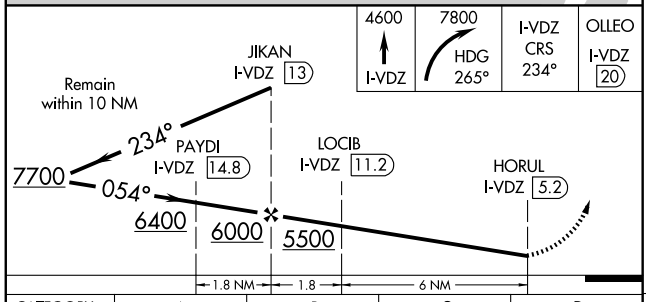
VALDEZ PIONEER FIELD (VDZ) (PAVD)

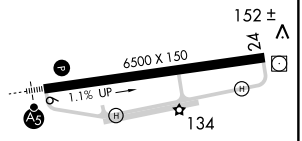
Circling NA north of Rwy 6-24.
If local altimeter setting not received, procedure NA. Procedure NA at night.

MISSED APPROACH: Climb via I-VDZ localizer to 4600 then climbing right turn to 7800 via heading 265° and I-VDZ southwest course 234° to OLLEO Int/20 DME and hold, continue climb-in-hold to 7800.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF 122.9 L
118.8	119.3 269.4	122.2	







HIRL Rwy 6-24 L
REIL Rwy 24 L

CATEGORY	A	B	C	D
CIRCLING	4540-5 4419 (4500-5)			

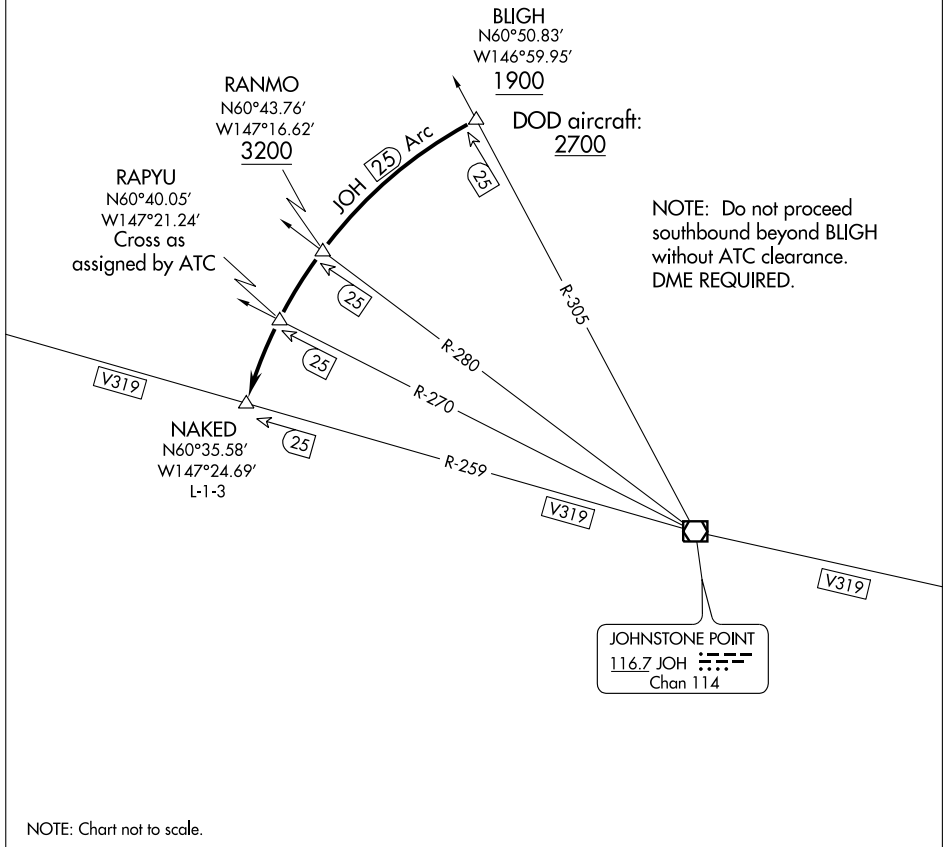
Knots	60	90	120	150	180
Min:Sec					

AK. 17 DEC 2009 to 11 FEB 2010

NAKED THREE DEPARTURE

ANCHORAGE CENTER
119.3 269.4
JUNEAU RADIO 122.2
CTAF 122.9

TAKEOFF MINIMUMS:
Rwy 6, 24, 2000-3 (DOD aircraft 3500-3)
NA at night.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Proceed in visual conditions from Valdez Airport to BLIGH (JOH R-305/25 DME) to cross BLIGH at or above 1900′ (visual conditions must be maintained from takeoff until established over BLIGH at or above 1900′ MSL) (DOD aircraft: cross BLIGH at or above 2700′). Proceed southbound on JOH 25 DME ARC to NAKED; cross RANMO at or above 3200′. Cross RAPYU as assigned by ATC. Thence via (assigned route).

VENETIE, ALASKA

AL-10346 (FAA)

APP CRS	Rwy Idg	4000
040°	TDZE	572
	Apt Elev	574

RNAV (GPS) RWY 4

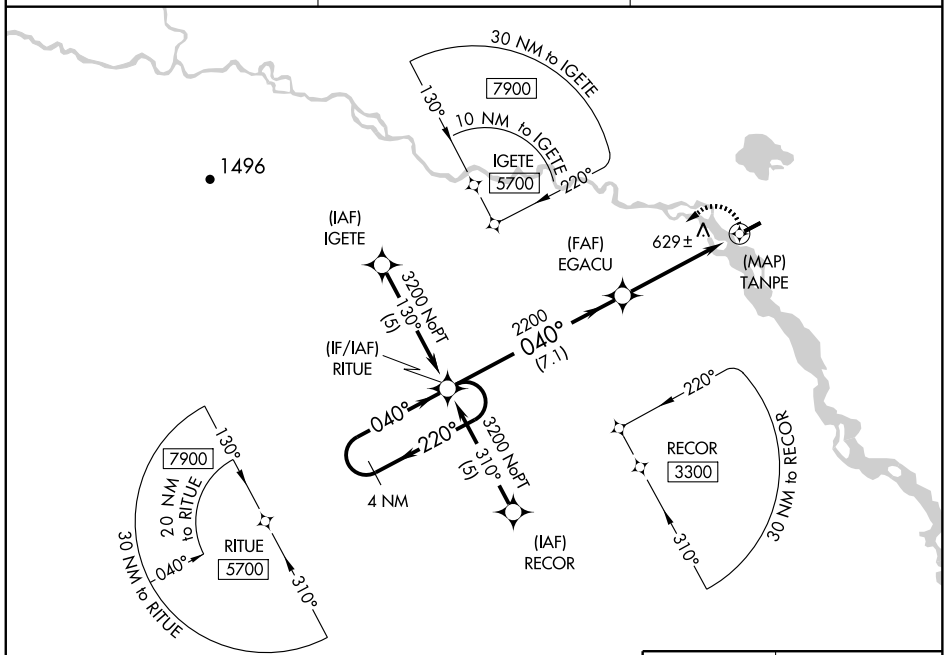
VENETIE (VEE) (PAVE)

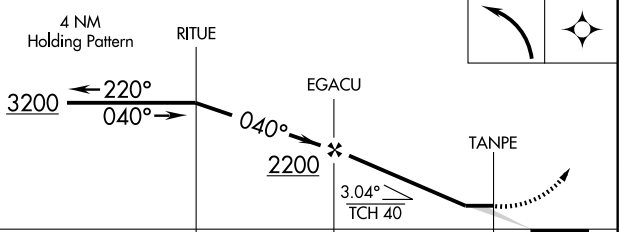
Use Fort Yukon altimeter setting; when not received procedure NA. Procedure NA at night. DME/DME RNP-0.3 NA.

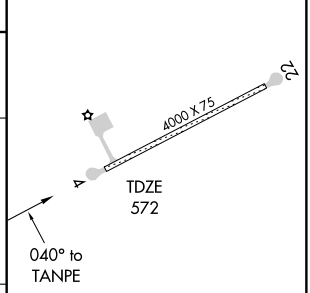
NA

MISSED APPROACH: Climbing left turn to 3200 direct RITUE and hold.

FORT YUKON AWOS-3	ANCHORAGE CENTER	CTAF
125.8	135.0 284.7	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1020-1	448 (500-1)	NA	
CIRCLING	1120-1	546 (600-1)	NA	

MIRL Rwy 4-22 L

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4000
220°	TDZE	574
	Apt Elev	574

RNAV (GPS) RWY 22

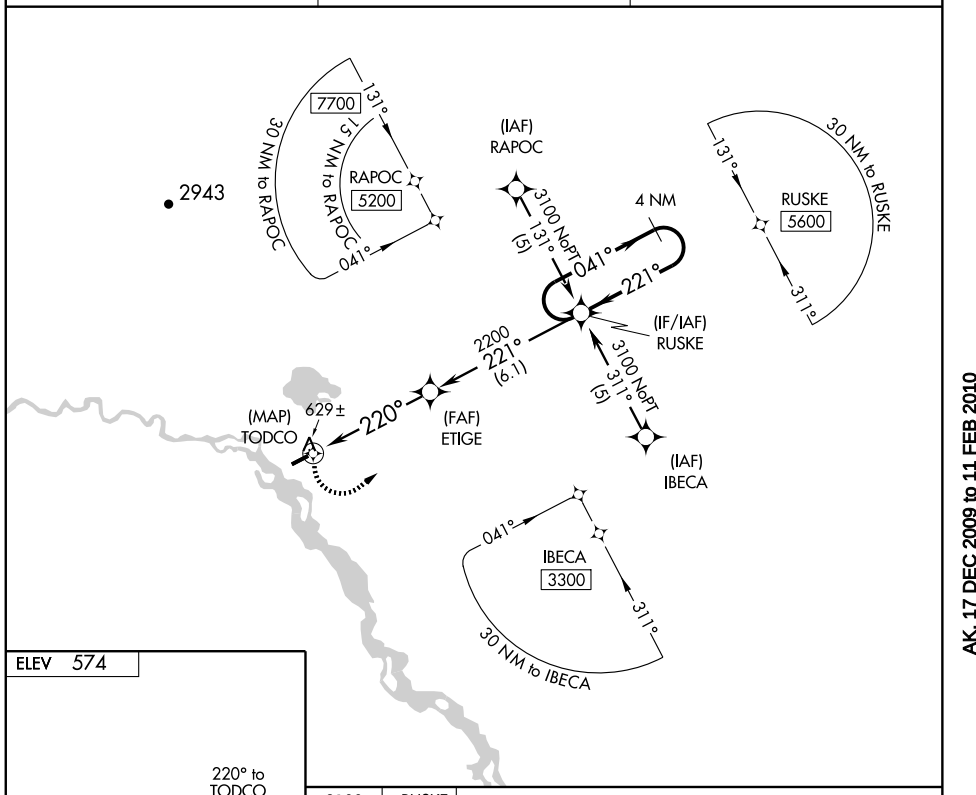
VENETIE (VEE) (PAVE)

Use Fort Yukon altimeter setting; when not received procedure NA. Procedure NA at night. DME/DME RNP-0.3 NA.

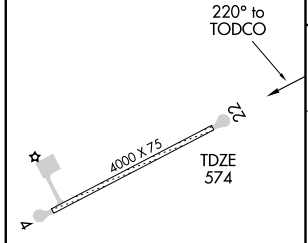
NA

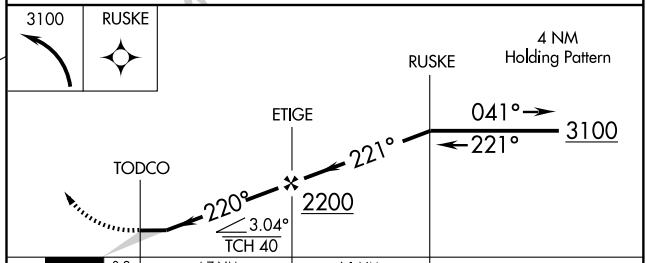
MISSED APPROACH: Climbing left turn to 3100 direct RUSKE and hold.

FORT YUKON AWOS-3	ANCHORAGE CENTER	CTAF
125.8	135.0 284.7	122.9 L



ELEV 574





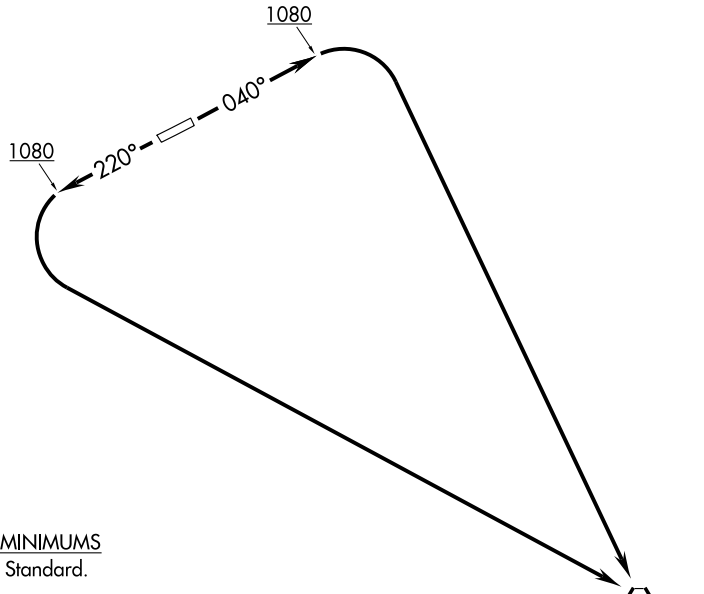
CATEGORY	A	B	C	D
LNAV MDA	1020-1 446 (500-1)		NA	
CIRCLING	1120-1 546 (600-1)		NA	

MIRL Rwy 4-22 L

AK, 17 DEC 2009 to 11 FEB 2010

VENETIE ONE DEPARTURE (RNAV)

FORT YUKON AWOS-3
125.8
ANCHORAGE CENTER
135.0 284.7



TAKE-OFF MINIMUMS
Rwy 4, 22: Standard.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Runway is gravel.
NOTE: Procedure NA for Cat C/D aircraft.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 040° to 1080, then right turn direct FYU VORTAC, Thence ....
TAKE-OFF RUNWAY 22: Climb heading 220° to 1080, then left turn direct FYU VORTAC, Thence ....

.... maintain 5000 or ATC assigned altitude.

AK, 17 DEC 2009 to 11 FEB 2010

NDB UKK 338	APP CRS 042°M (219°G)	Rwy Idg 4494 TDZE 41 Apt Elev 41

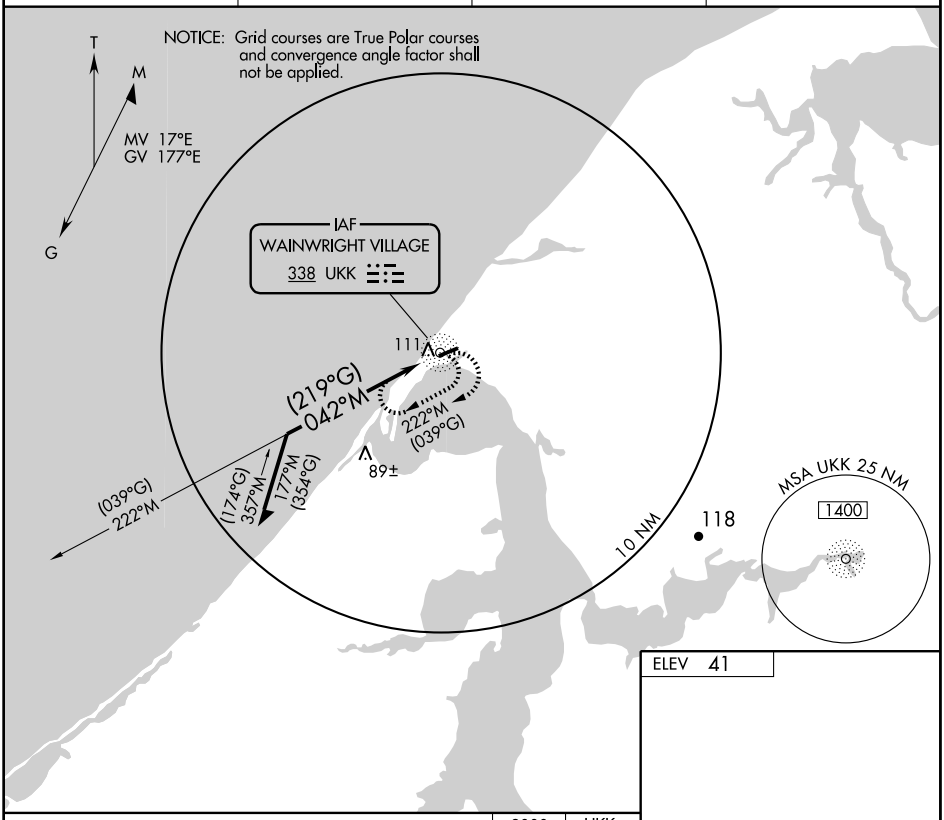
NDB RWY 5

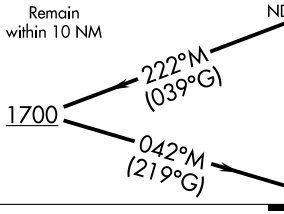
WAINWRIGHT (AWI)(PAWI)

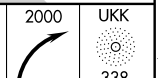
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and S-5 Cats. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 in UKK NDB holding pattern.

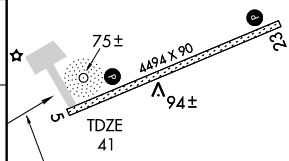
AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.25	135.3 239.25	122.5	122.8 L







ELEV 41



CATEGORY	A	B	C	D
S-5	480-1	439 (500-1)	480-1¼ 439 (500-1¼)	480-1½ 439 (500-1½)
CIRCLING	500-1	459 (500-1)	500-1½ 459 (500-1½)	600-2 559 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NDB UKK 338	APP CRS 235°M (052°G)	Rwy Idg 4494 TDZE 41 Apt Elev 41

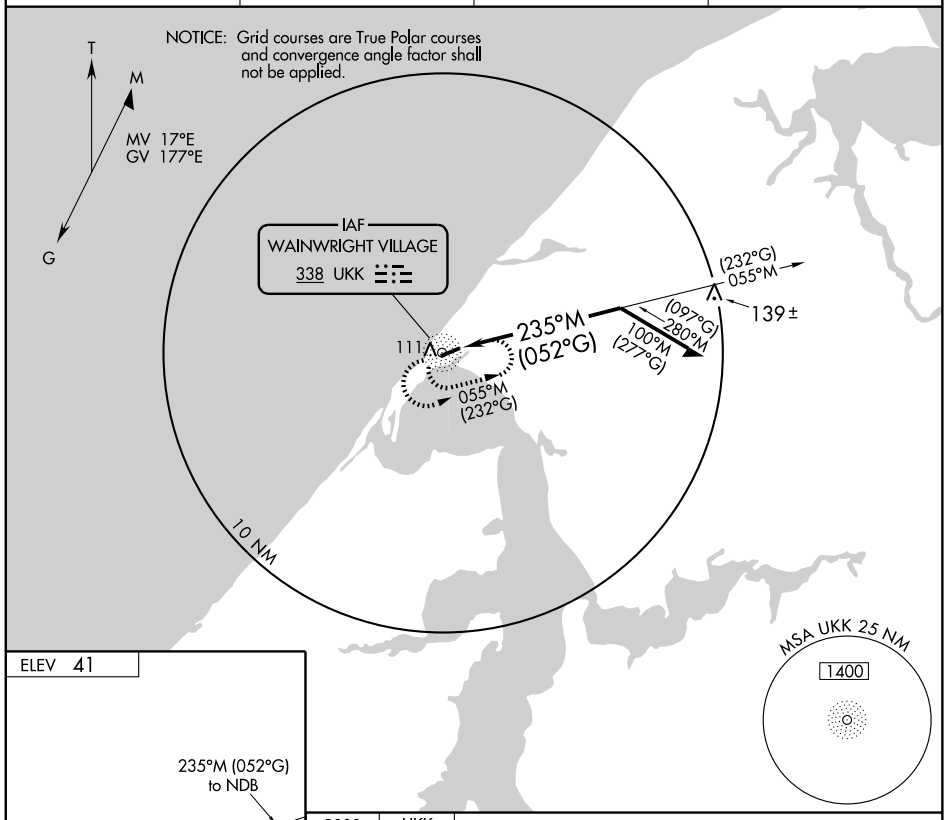
NDB RWY 23

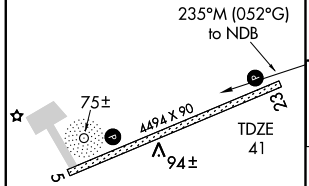
WAINWRIGHT (AWI)(PAWI)

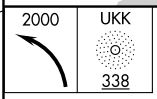
⚠ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and Cats. C and D visibility ¼ mile.

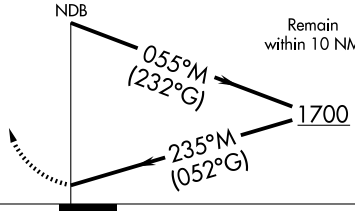
MISSED APPROACH: Climbing left turn to 2000 in UKK NDB holding pattern.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.25	135.3 239.25	122.5	122.8 (L)









CATEGORY	A	B	C	D
S-23	560-1	519 (600-1)	560-1½ 519 (600-1½)	560-1¾ 519 (600-1¾)
CIRCLING	560-1	519 (600-1)	560-1½ 519 (600-1½)	600-2 559 (600-2)

MIRL Rwy 5-23 (L)
REIL Rwys 5 and 23 (L)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4494
050°M	TDZE	41
(227°G)	Apt Elev	41

RNAV (GPS) RWY 5

WAINWRIGHT (AWI) (PAWI)

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and LNAV Cats. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct MEXIW and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.25	135.3 239.25	122.5	122.8 L

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

MISSED APCH FIX

(228°G) 051°M 4 NM

231°M (048°G)

MEXIW

30 NM to CUTGU

140°M (317°G)

2000

CUTGU

230°M (047°G)

T M G

MV 17°E GV 177°E

(IAF) CUTGU

2000 NoPT 140°M (317°G) (5)

(IF/IAF) OZYIB

1700 (227°G) 050°M (6.1)

(FAF) TECWA

111 89±

RW05

(227°G) 050°M

230°M (047°G)

4 NM

2000 NoPT 320°M (137°G) (5)

(IAF) RIROQ

(047°G) 230°M

RIROQ

2000

320°M (137°G)

30 NM to RIROQ

30 NM to OZYIB (NoPT)

(317°G) 140°M

OZYIB

2000

(137°G) 320°M

ELEV 41

120

4 NM Holding Pattern

OZYIB

(047°G) 230°M

2000

050°M (227°G)

TECWA

050°M (227°G)

1700

3.04° TCH 45

RW05

VGSI and descent angles not coincident.

2000

MEXIW

75±

4494 X 90

94±

TDZE 41

050°M (227°G) to RW05

6.1 NM

5 NM

CATEGORY	A	B	C	D
LNAV MDA	400-1 359 (400-1)			400-1¼ 359 (400-1¼)
CIRCLING	500-1 459 (500-1)		500-1½ 459 (500-1½)	600-2 559 (600-2)

MIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4494
231°M (048°G)	TDZE	41
	Apt Elev	41

RNAV (GPS) RWY 23

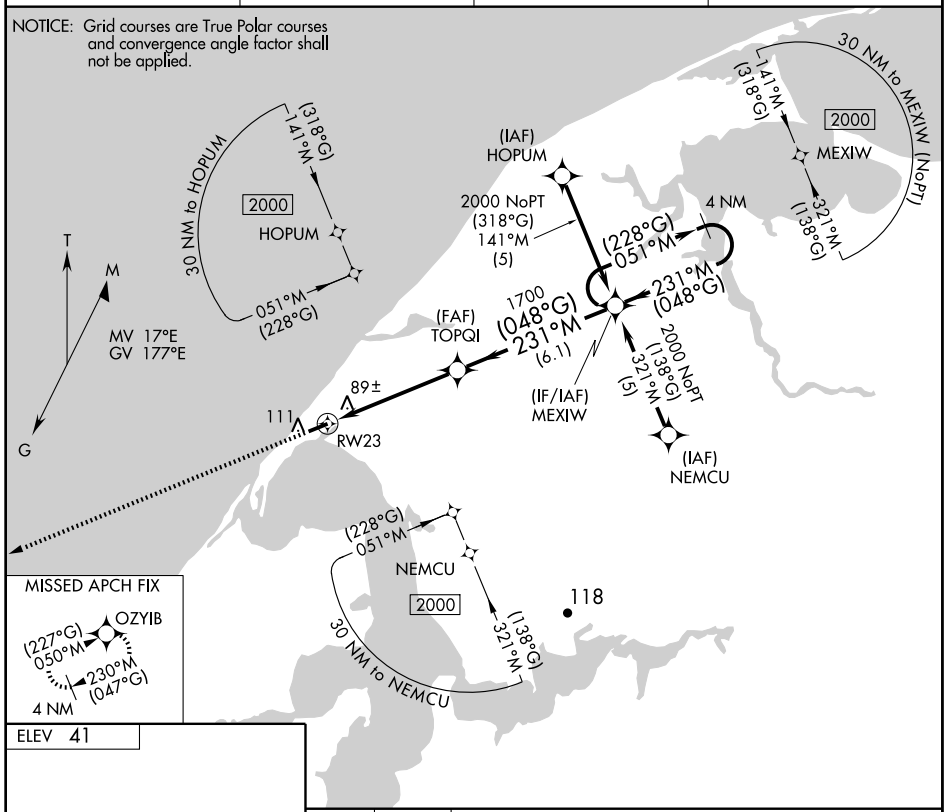
WAINWRIGHT (AWI) (PAWI)

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Atqasuk altimeter setting and increase all MDA 140 feet and LNAV visibility Cats. C and D ½ mile, Circling visibility Cat. D ¼ mile.

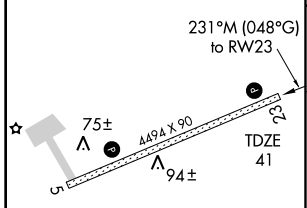
MISSED APPROACH: Climb to 2000 direct OZYIB and hold.

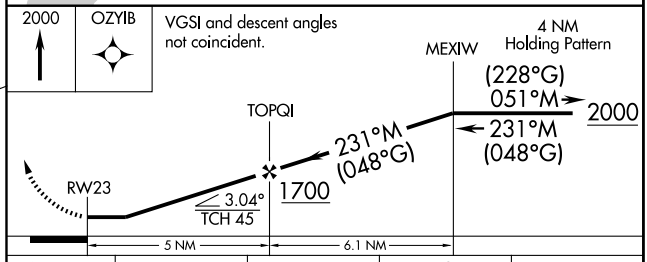
AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.25	135.3 239.25	122.5	122.8 L

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.



ELEV 41





CATEGORY	A	B	C	D
LNAV MDA	440-1 399 (400-1)			440-1¼ 399 (400-1¼)
CIRCLING	500-1 459 (500-1)		500-1½ 459 (500-1½)	600-2 559 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

AK. 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4000
177°	TDZE	22
	Apt Elev	22

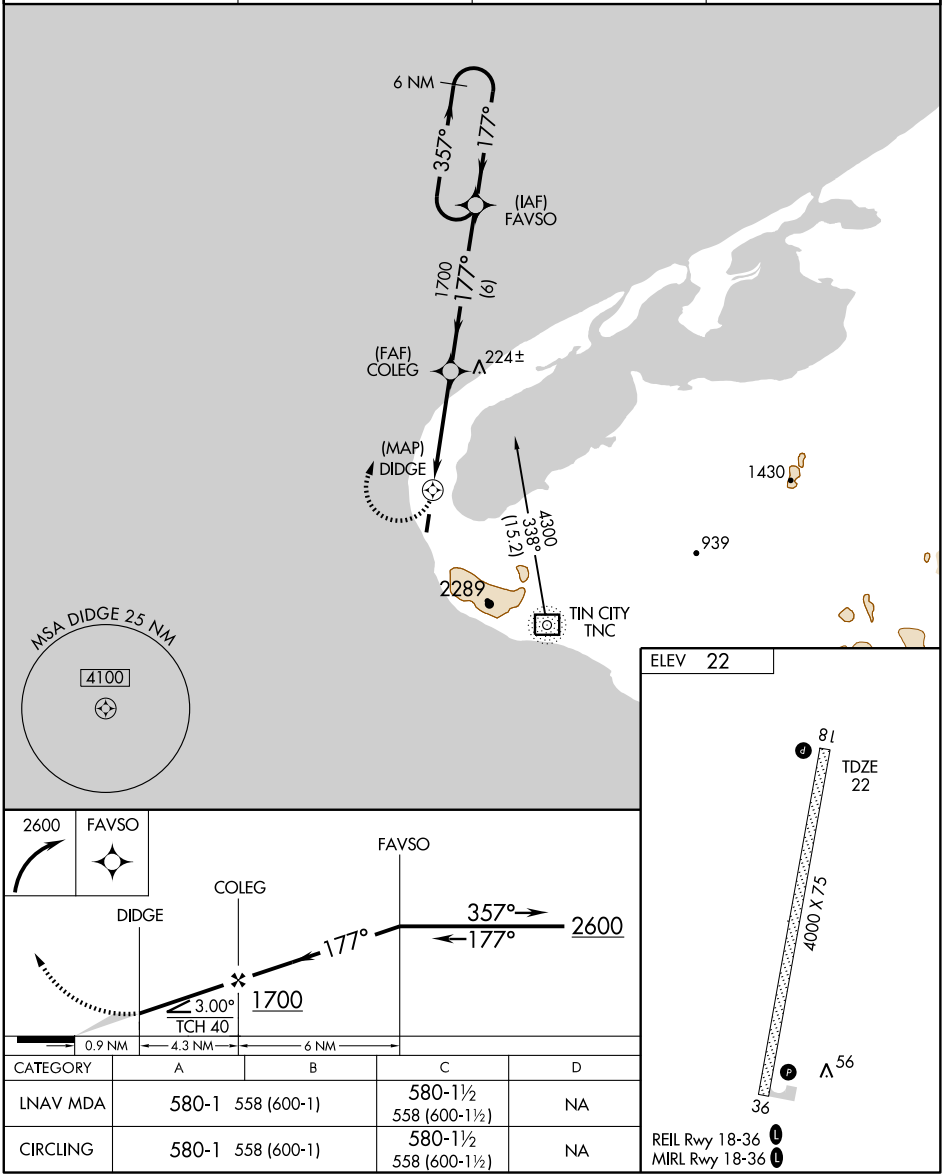
RNAV (GPS) RWY 18

WALES (IWK)(PAIW)

Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Use Tin City altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climbing right turn to 2600 direct FAVSO WP and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
118.525	133.3 290.4	122.6	123.0 L



CATEGORY	A	B	C	D
LNAV MDA	580-1	558 (600-1)	580-1½ 558 (600-1½)	NA
CIRCLING	580-1	558 (600-1)	580-1½ 558 (600-1½)	NA

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	4000
011°	TDZE	22
	Apt Elev	22

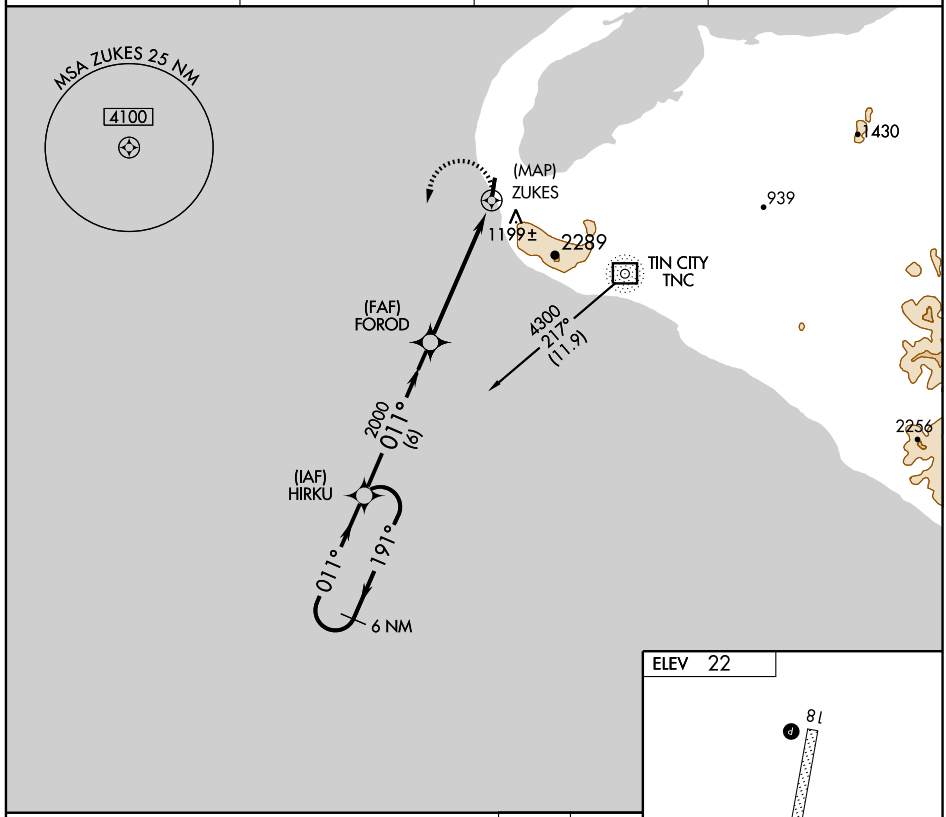
RNAV (GPS) RWY 36

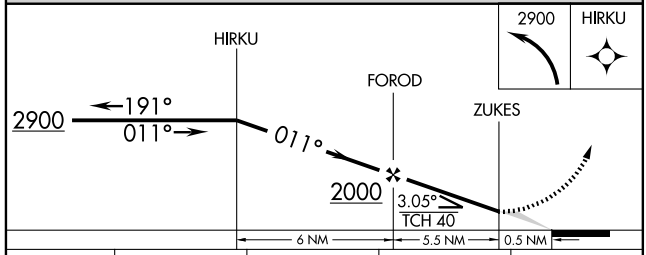
WALES (IWK) (PAIW)

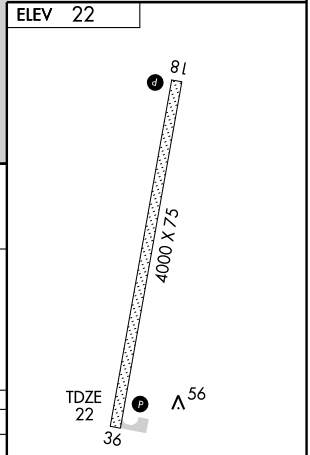
Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Use Tin City altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2900 direct HIRKU WP and hold.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
118.525	133.3 290.4	122.6	123.0 (L)







CATEGORY	A	B	C	D
LNAV MDA	1540-1¼ 1518 (1600-1¼)	1540-1½ 1518 (1600-1½)	1540-3 1518 (1600-3)	NA
CIRCLING	1540-1¼ 1518 (1600-1¼)	1540-1½ 1518 (1600-1½)	1540-3 1518 (1600-3)	NA

REIL Rwy 18-36 (L)
MIRL Rwy 18-36 (L)

AK, 17 DEC 2009 to 11 FEB 2010

APP CRS	Rwy Idg	3700
033°	TDZE	352
	Apt Elev	354

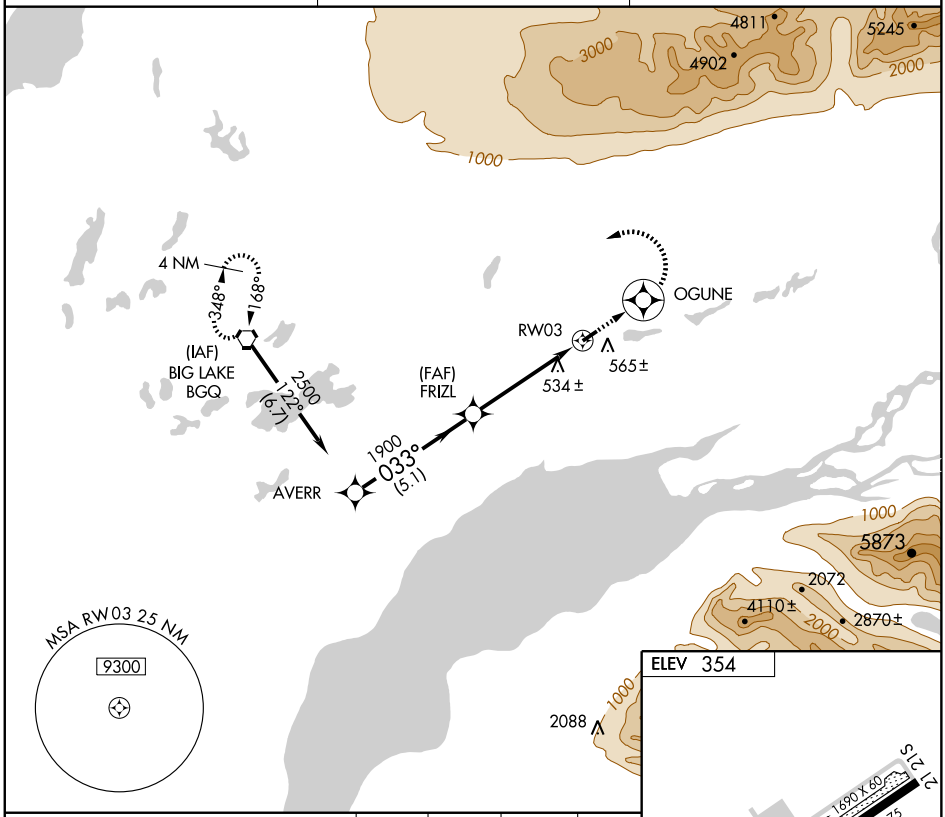
RNAV (GPS) RWY 3

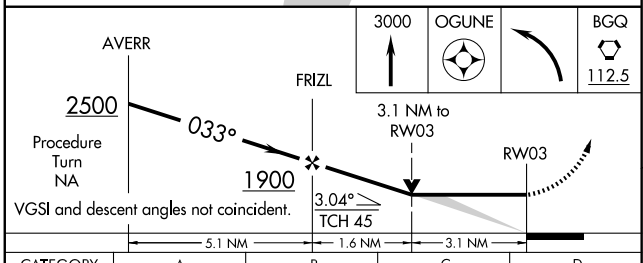
WASILLA (IYS) (PAWS)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OGUNE and climbing left turn direct BGQ VORTAC and hold.

AWOS-3	APP CON	CTAF
135.25	119.1 363.2	122.8 L





TDZE
352

033° to
RW03

CATEGORY	A	B	C	D
LNAV MDA	1360-1¼ 1008 (1100-1¼)	1360-1½ 1008 (1100-1½)	NA	
CIRCLING	1360-1¼ 1006 (1100-1¼)	1360-1½ 1006 (1100-1½)	NA	

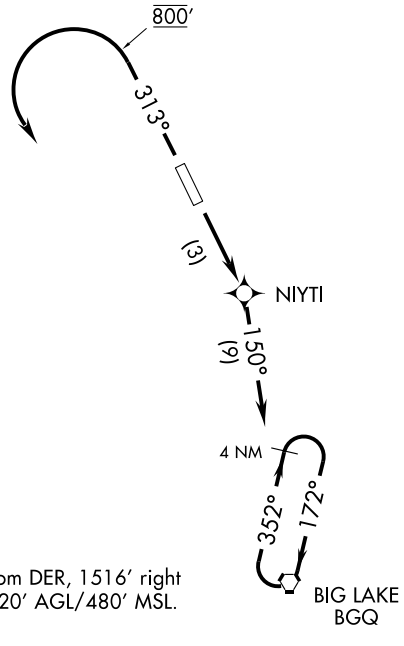
MIRL Rwy 3-21 L

AK, 17 DEC 2009 to 11 FEB 2010

BIG LAKE ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
133.7 279.6
CTAF 122.8
AWOS-3 135.250

NOTE: 1. GPS REQUIRED.
2. RNAV 1.



TAKE-OFF OBSTACLE:

Rwy 13: Tower, 5551' from DER, 1516' right of centerline, 120' AGL/480' MSL.

TAKE-OFF MINIMUMS:

Rwy 13: 300-1¼ or standard with minimum climb of 467' per NM to 700.
Rwy 31: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climb direct NIYTI, then climbing right turn via 150° track to BGQ VORTAC. Thence. . . .

TAKE-OFF RUNWAY 31: Climb via 313° heading to 800 then climbing left turn direct BGQ VORTAC. Thence....

. . . .Climb in BGQ VORTAC holding pattern to cross BGQ VORTAC at or above MEA/MCA for direction of flight.

APP CRS	Rwy Idg	4400
133°	TDZE	215
	Apt Elev	215

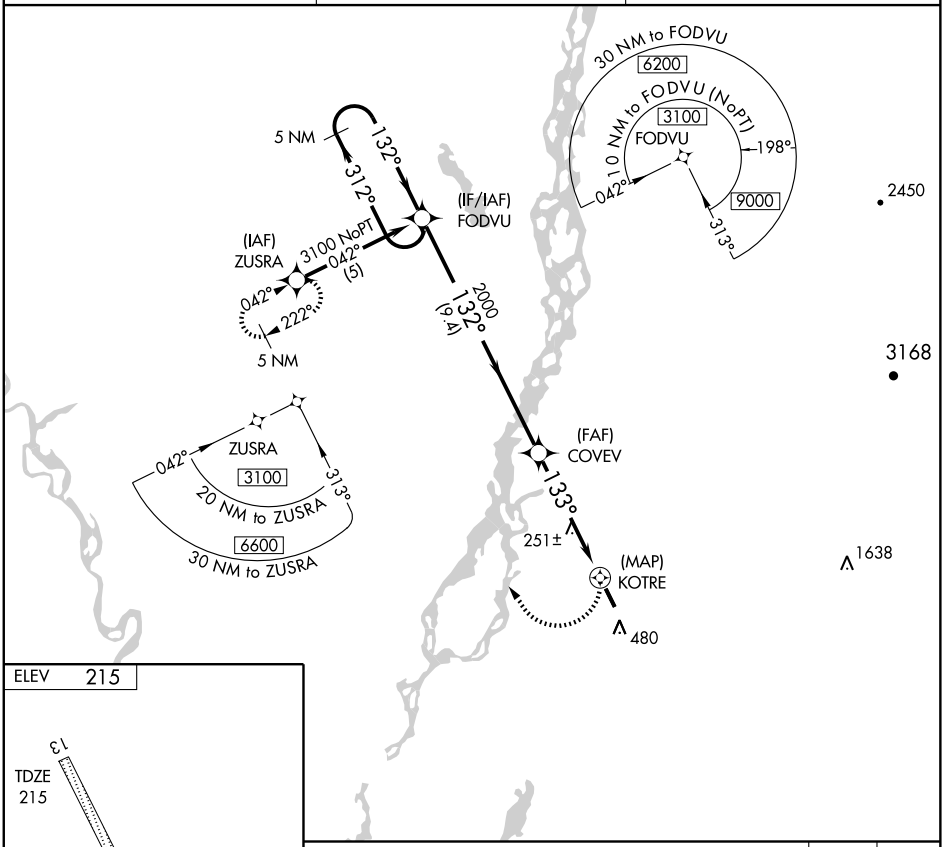
RNAV (GPS) RWY 13

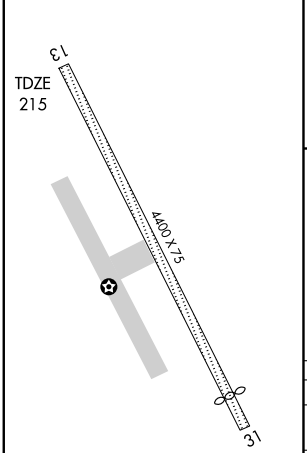
WILLOW (UUO) (PAUO)

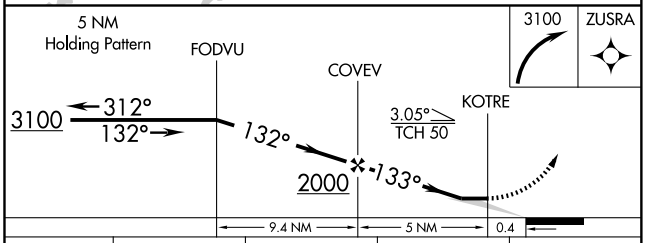
Use Wasilla altimeter setting. Procedure NA at night.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3100 direct ZUSRA and hold.

WASILLA AWOS-3	ANCHORAGE CENTER	CTAF
135.250	133.7 279.6	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	1220-1¼ 1005 (1100-1¼)	1220-1½ 1005 (1100-1½)	1220-3 1005 (1100-3)	NA
CIRCLING	1220-1¼ 1005 (1100-1¼)	1220-1½ 1005 (1100-1½)	1220-3 1005 (1100-3)	NA

AK, 17 DEC 2009 to 11 FEB 2010

RNAV (GPS) RWY 31

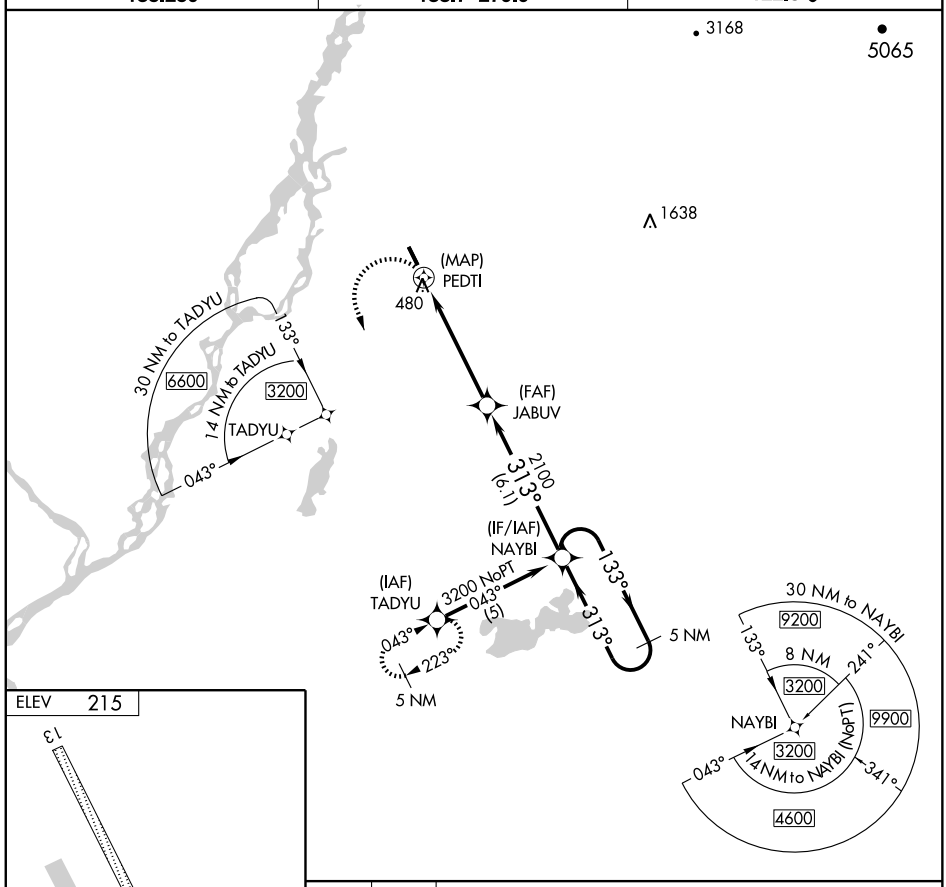
WILLOW (UUO)(PAUO)

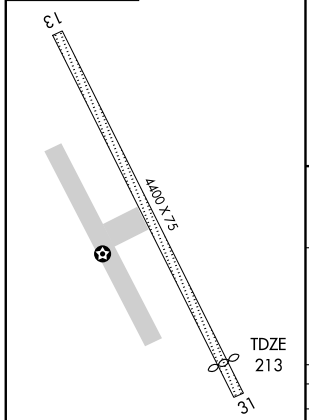
APP CRS	Rwy Idg	4000
313°	TDZE	213
	Apt Elev	215

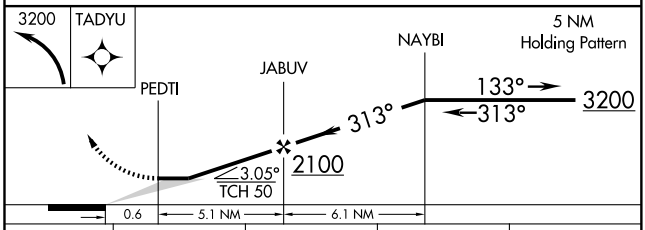
Use Wasilla altimeter setting. Procedure NA at night.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3200 direct TADYU and hold.

WASILLA AWOS-3	ANCHORAGE CENTER	CTAF
135.250	133.7 279.6	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	1220-1¼ 1007 (1100-1¼)	1220-1½ 1007 (1100-1½)	1220-3 1007 (1100-3)	NA
CIRCLING	1220-1¼ 1005 (1100-1¼)	1220-1½ 1005 (1100-1½)	1220-3 1005 (1100-3)	NA

MIRL Rwy 13-31 L

AK, 17 DEC 2009 to 11 FEB 2010

LOC I-RGL	APP CRS	Rwy Idg	N/A
108.5	089°	TDZE	N/A
Chan 22		Apt Elev	44

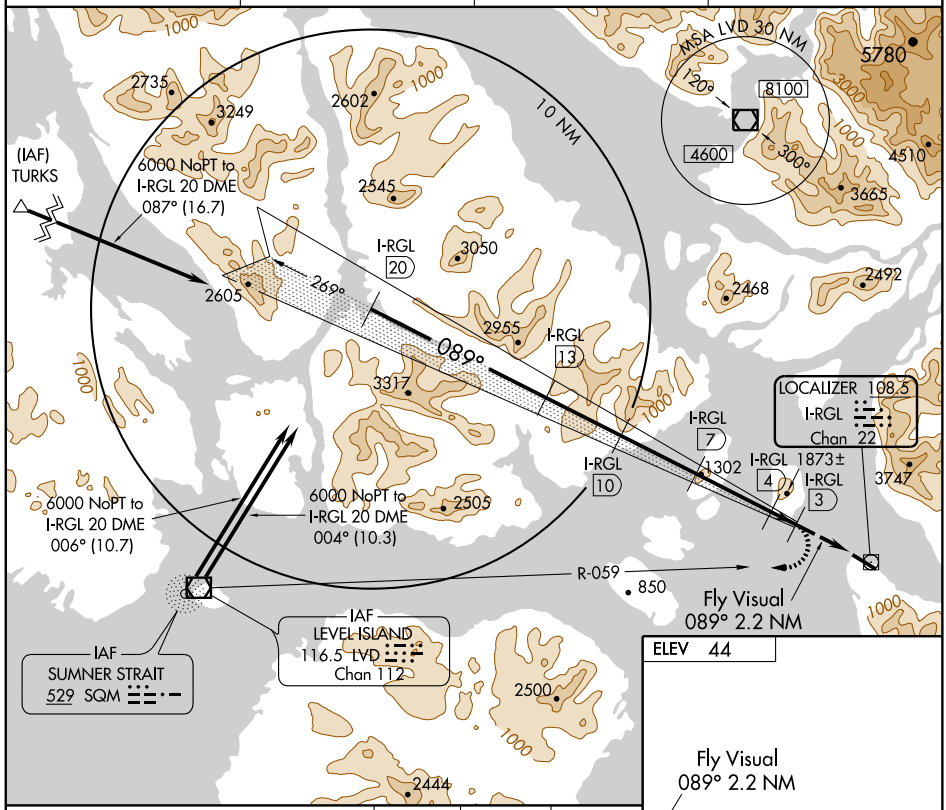
LDA/DME-C

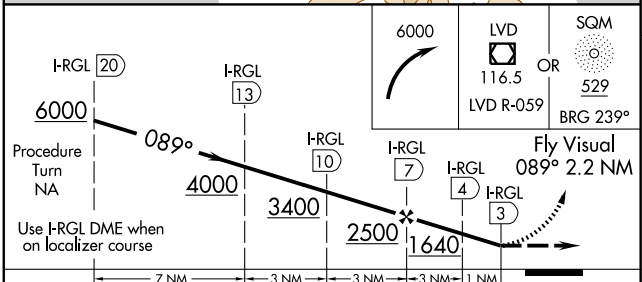
WRANGELL (WRG) (PAWG)

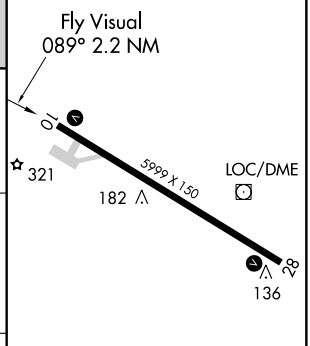
Procedure NA when local altimeter setting not received.
Circling NA south of Rwy 10-28. Fly visual to airport.
Any go-around commenced after passing the MAP will not provide standard obstruction clearance.

MISSED APPROACH: Immediate climbing right turn to 6000 to LVD VOR/DME via LVD R-059 or to SQM NDB via 239° bearing to SQM NDB.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
128.5	118.0	122.45	122.6 L







CATEGORY	A	B	C	D
CIRCLING	1240-3 1196 (1200-3)			SEE LDA/DME-D

REIL Rwys10 and 28 L
HIRL Rwy10-28 L

AK, 17 DEC 2009 to 11 FEB 2010

LOC I-RGL	APP CRS	Rwy Idg	N/A
108.5	089°	TDZE	N/A
Chan 22		Apt Elev	44

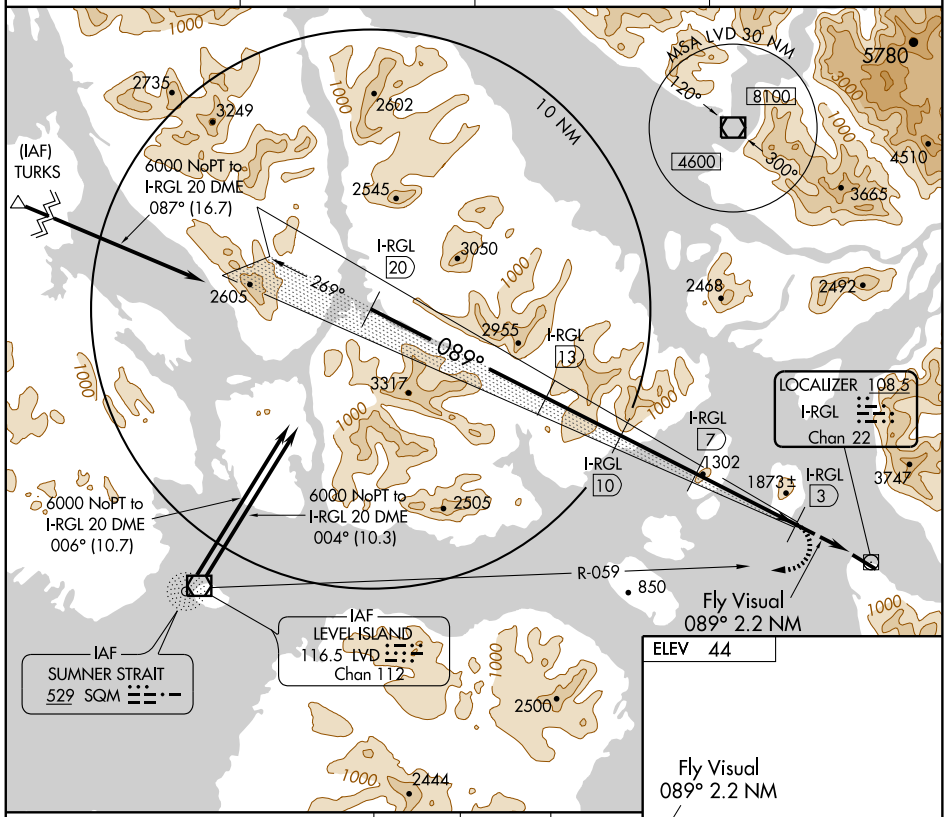
LDA/DME-D

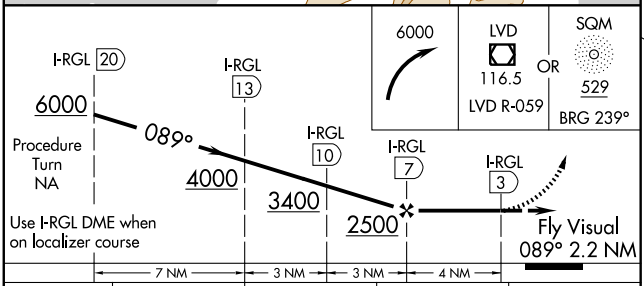
WRANGELL (WRG) (PAWG)

Procedure NA when local altimeter setting not received.
Circling NA south of Rwy 10-28. Fly visual to airport.
Any go-around commenced after passing the MAP will not provide standard obstruction clearance.

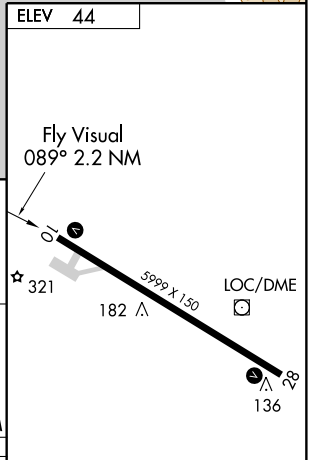
MISSED APPROACH: Immediate climbing right turn to 6000 to LVD VOR/DME via LVD R-059 or to SQM NDB via 239° bearing to SQM NDB.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
128.5	118.0	122.45	122.6 L





CATEGORY	A	B	C	D
CIRCLING	SEE LDA/DME-C			2500-3 2456 (2500-3)



REIL Rwys10 and 28 L
HIRL Rwy10-28 L

AK, 17 DEC 2009 to 11 FEB 2010

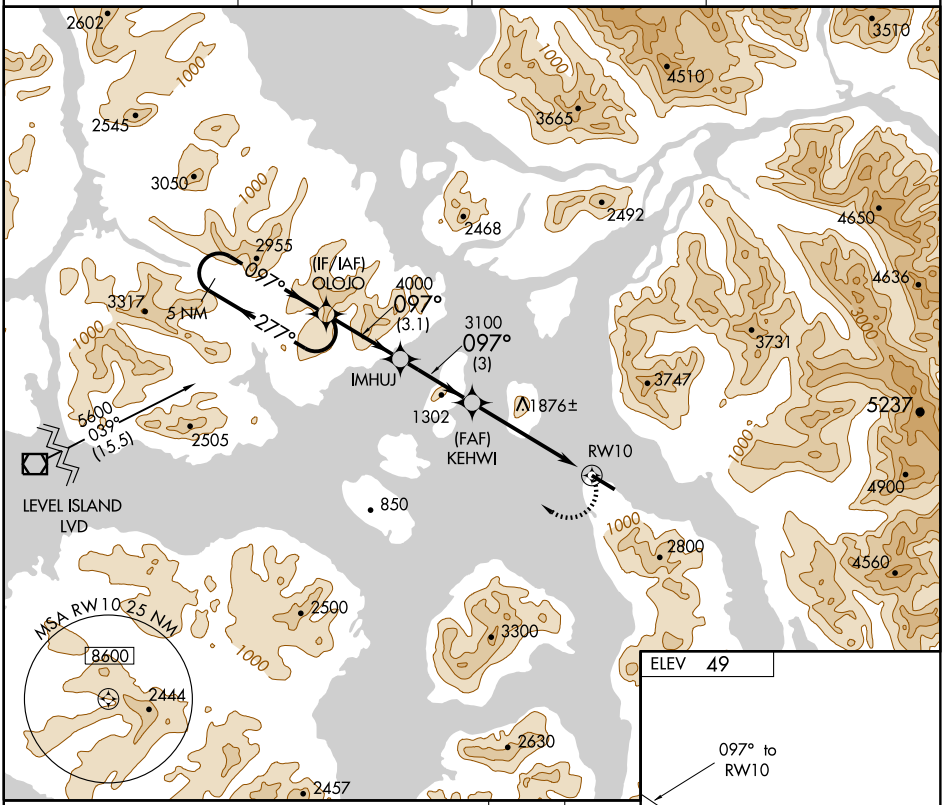
APP CRS	Rwy Idg	N/A
097°	TDZE	N/A
	Apt Elev	49

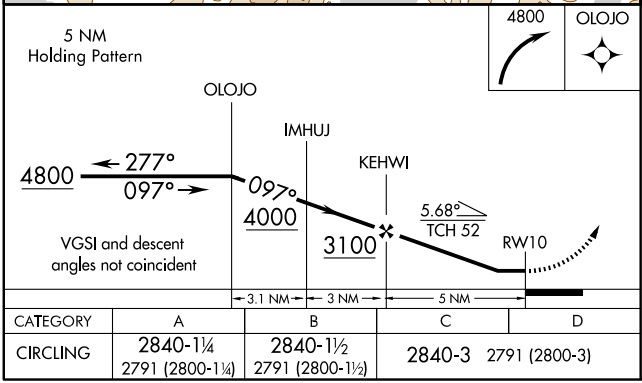
RNAV (GPS)-A
WRANGELL (WRG) (PAWG)

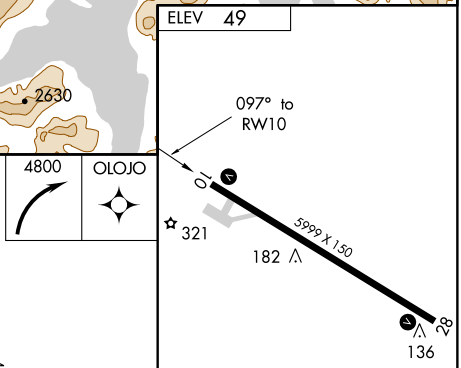
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Petersburg altimeter setting and increase all MDA 80 feet. Circling not authorized south of Rwy 10-28.

MISSED APPROACH: Climbing right turn to 4800 direct OLOJO and hold.

AWOS-3	ANCHORAGE CENTER	SITKA RADIO	CTAF
128.5	118.0	122.45	122.6 (L)







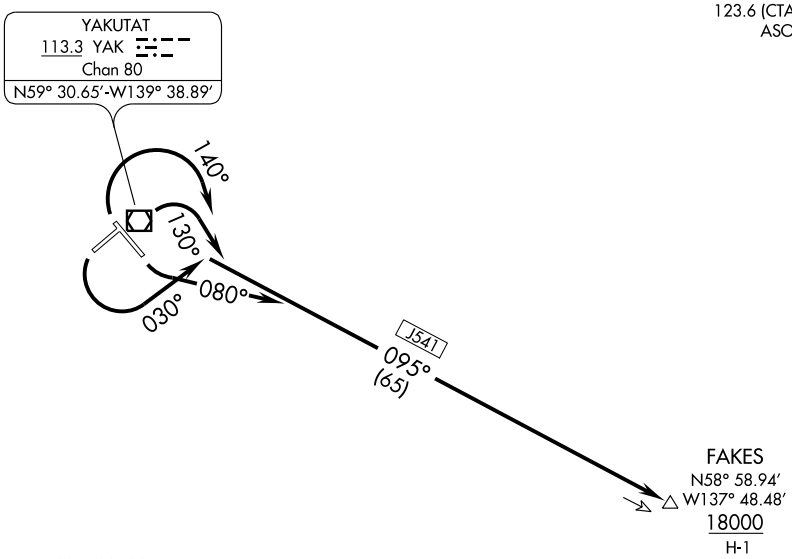
CATEGORY	A	B	C	D
CIRCLING	2840-1¼ 2791 (2800-1¼)	2840-1½ 2791 (2800-1½)	2840-3	2791 (2800-3)

REIL Rwys 10 and 28 (L)
HIRL Rwy 10-28 (L)

AK. 17 DEC 2009 to 11 FEB 2010

FAKES TWO DEPARTURE

ANCHORAGE CENTER
119.0 263.1
JUNEAU RADIO
123.6 (CTAF) 122.2
ASOS 135.75



TAKE-OFF MINIMUMS

Rwy 2, 11, 20, 29: Standard with minimum ATC climb ot 280' per NM to 18000.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Multiple trees 458' from DER, 317' right of centerline, up to 76' AGL/99' MSL.
Multiple trees 643' from DER, 342' left of centerline, up to 87' AGL/114' MSL.
Tower 376' from DER, 243' left of centerline 42' AGL/75'MSL.
Obstruction light on glideslope 372' from DER, 238' left of centerline, 34' AGL/67' MSL.
Obstruction light on TMOM 593' from DER, 639' left of centerline, 24' AGL/51' MSL.

Rwy 11: Multiple trees beginning 95' from DER, 345' right of centerline, up to 75' AGL/98' MSL.
Multiple trees beginning 121' from DER, from 377' left of centerline, up to 92' AGL/115' MSL.

Rwy 20: Multiple trees beginning 129' from DER, 297' right of centerline, up to 148' AGL/158' MSL.
Multiple trees beginning 79' from DER, 283' left of centerline, up to 137' AGL/147' MSL.

Rwy 29: Multiple trees and bushes 122' from DER, 389' right of centerline, up to 123' AGL/153' MSL.
Multiple trees and bushes 51' from DER, 65' left of centerline, up to 108' AGL/138' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climbing right turn via heading 130°, thence. . . .
TAKE-OFF RUNWAY 11: Climbing left turn via heading 080°, thence. . . .
TAKE-OFF RUNWAY 20: Climbing left turn via heading 030°, thence. . . .
TAKE-OFF RUNWAY 29: Climbing right turn via heading 140°, thence. . . .

. . . . Intercept YAK VOR/DME R-095 to FAKES. Cross FAKES at or above 18000 for assigned route of flight.

LOC I-YAK	APP CRS	Rwy Idg	7745
111.1	112°	TDZE	33
		Apt Elev	33

ILS or LOC/DME RWY 11

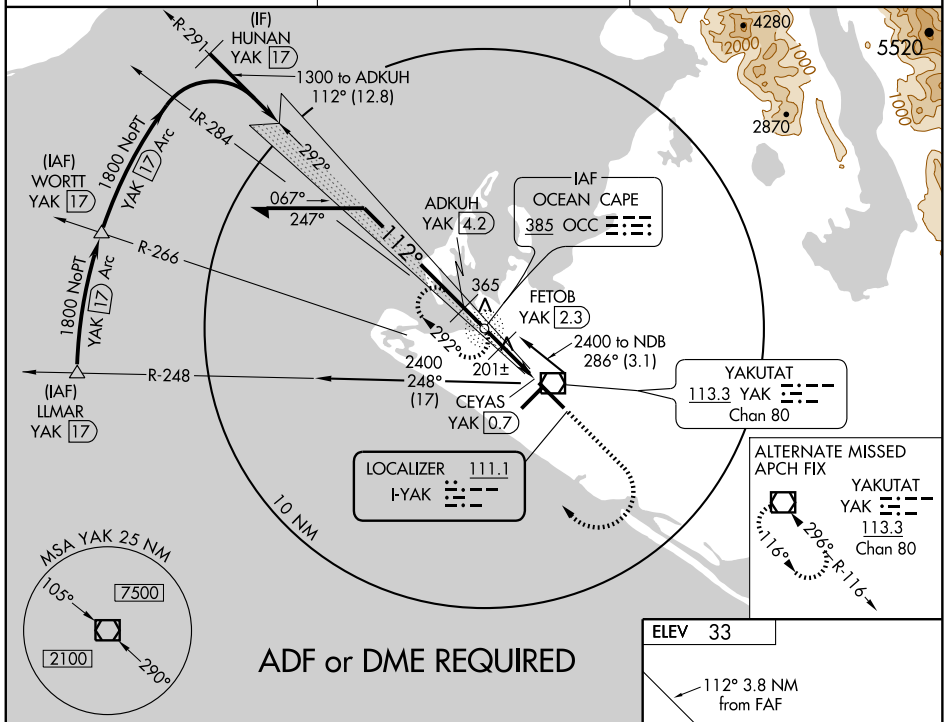
YAKUTAT (YAK) (PAYA)

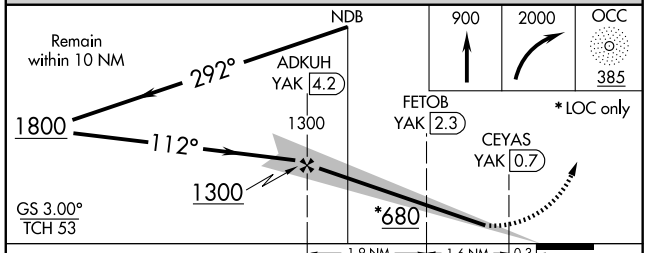
ADF required. Visibility reduction by helicopters NA.
DME from YAK VOR/DME, simultaneous reception of I-YAK and YAK DME required.
Inoperative table does not apply to S-ILS 11.
For inoperative MALSR increase S-LOC 11 Cat A/B visibility to RVR 5000.

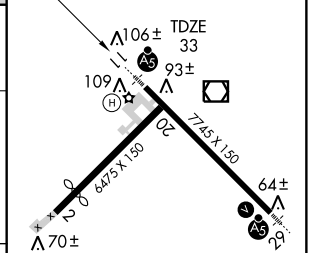
MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct OCC NDB and hold, continue climb-in-hold to 2000.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2







CATEGORY	A	B	C	D
S-ILS 11	233/24 200 (200-½)			
S-LOC 11	460/24 427 (500-½)		460/40 427 (500-¾)	460/50 427 (500-1)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

HIRL Rwys 2-20 and 11-29 L

AK, 17 DEC 2009 to 11 FEB 2010

LOC I-YAK	APP CRS	Rwy Idg 7745
111.1	292°	TDZE 26
		Apt Elev 33

LOC/DME BC RWY 29

YAKUTAT (YAK) (PAYA)

DME from YAK VOR/DME. Simultaneous reception of I-YAK and YAK VOR/DME required.

MALSR

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2

ALTERNATE MISSED APCH FIX
OCEAN CAPE OCC 385
112° 292°

YAKUTAT 113.3 YAK Chan 80

OCEAN CAPE 385 OCC

365

2300 to JOTWI 115° (5.6)

115±

116° 296°

LULIC YAK 1.6

LOCALIZER 111.1 I-YAK

(IAF) JOTWI YAK 5.6

292°

10 NM

R-095

(IAF) YISPO YAK 17

067° 247°

4000 NoPT YAK 17 A↑c

LR-106

1600 292° (11.4)

(IF) JUKAL YAK 17

112°

MSA YAK 25 NM
7500
110° 285°
2100

3425 4770 3380

ELEV 33

106± 93± 109 20 7745 X 150 64± 70± 6475 X 150 TDZE 26 29

BACK COURSE

500 2000 YAK 113.3

JOTWI YAK 5.6

Remain within 10 NM

112° 292° 1800

VOR/DME LULIC YAK 1.6 3.04° TCH 52 1600

VGSI and descent angles not coincident.

0.7 4 NM

CATEGORY	A	B	C	D
S-29	380-½ 354 (400-½)			380- ¾ 354 (400-¾)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

HIRL Rwys 2-20 and 11-29 L

AK. 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5087
CH 78414	022°	TDZE	25
W02A		Apt Elev	33

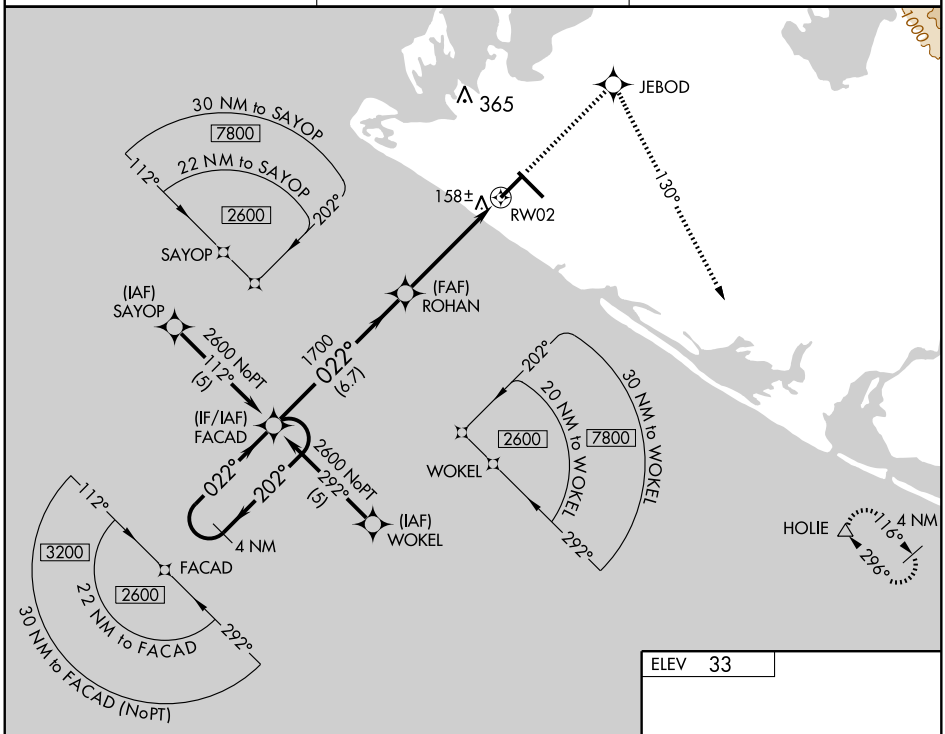
RNAV (GPS) RWY 2

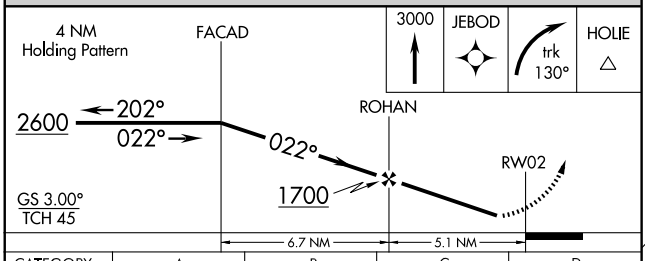
YAKUTAT (YAK) (PAYA)

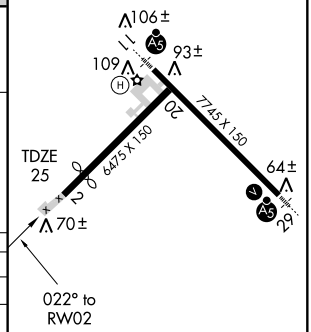
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct JEBOD and right turn via track 130° to HOLIE and hold.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2







CATEGORY	A	B	C	D
LPV DA	376-1¼ 351 (400-1¼)			
LNAV/VNAV DA	477-1½ 452 (500-1½)			
LNAV MDA	420-1 395 (400-1)			420-1¼ 395 (400-1¼)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

HIRL Rwys 2-20 and 11-29 L

AK. 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7745
CH 86414	112°	TDZE	33
W11A		Apt Elev	33

RNAV (GPS) RWY 11

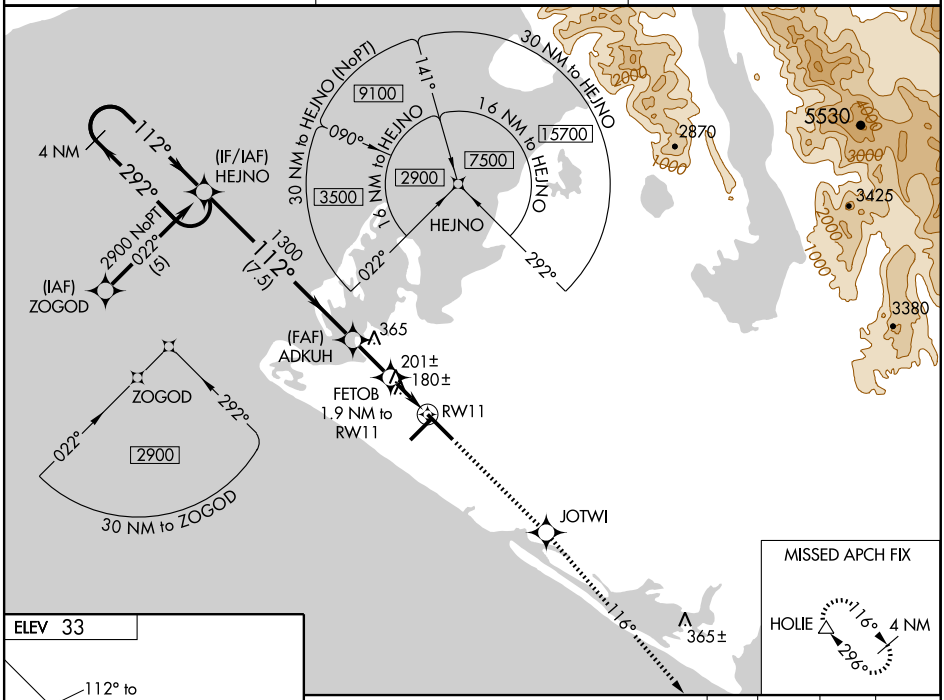
YAKUTAT (YAK) (PAYA)

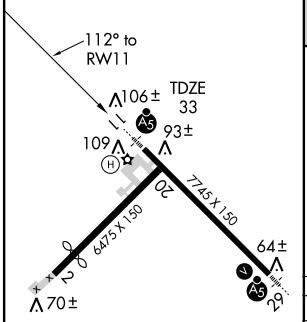
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
For inoperative MALSR increase LPV all Cats visibility to RVR 6000, increase LNAV Cats A/B visibility to RVR 5000.

MALSR

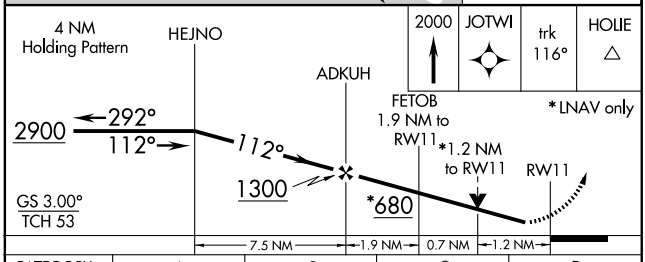
MISSED APPROACH: Climb to 2000 direct JOTWI and via track 116° to HOLIE and hold.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2





HIRL Rwys 2-20 and 11-29 L



CATEGORY	A	B	C	D
LPV DA	373/40 340 (400-¾)			
LNAV/VNAV DA	475/50 442 (500-1)			
LNAV MDA	460/40 427 (500-¾)			460/50 427 (500-1)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg 7745
CH 66006	292°	TDZE 26
W29A		Apt Elev 33

RNAV (GPS) RWY 29

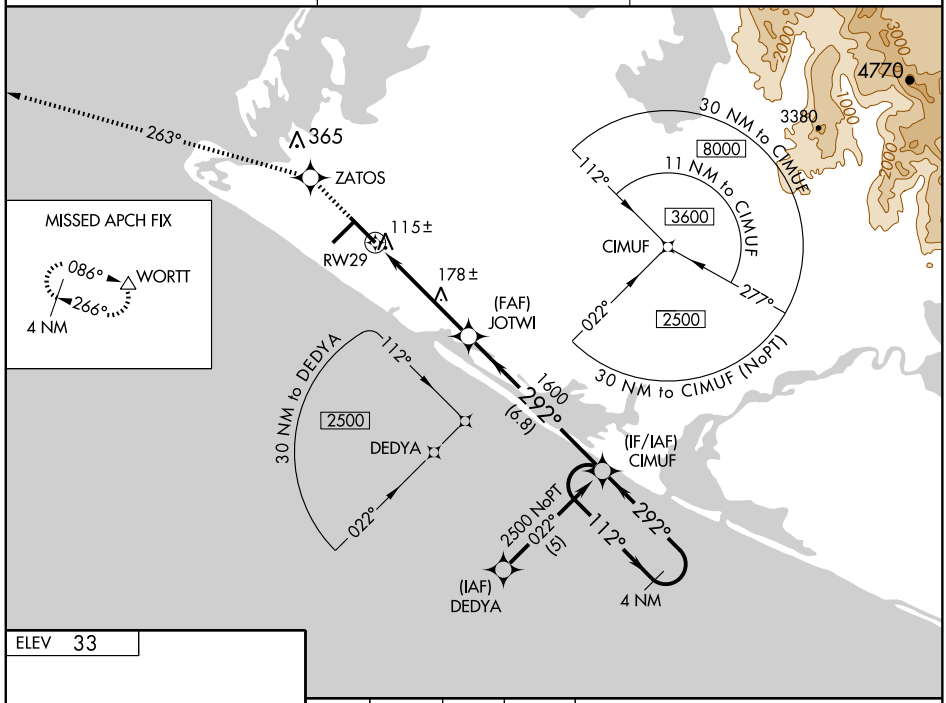
YAKUTAT (YAK) (PAYA)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP- 0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D to 1¼.

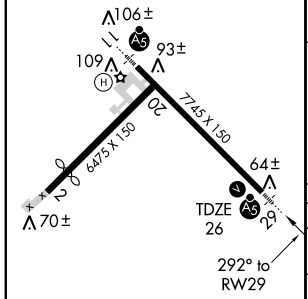
MALSR

MISSED APPROACH: Climb to 3000 direct ZATOS and via 263° track to WORTT and hold.

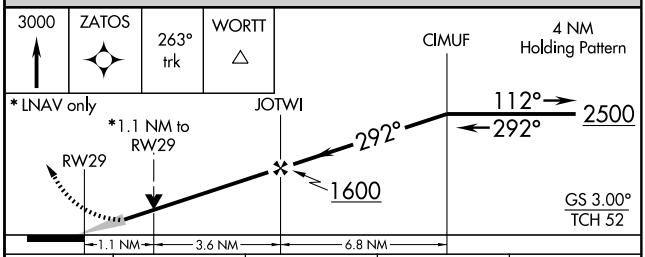
ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2



ELEV 33



HIRL Rwys 2-20 and 11-29 L



CATEGORY	A	B	C	D
LPV DA	305-½ 279 (300-½)			
LNAV/VNAV DA	380-¾ 354 (400-¾)			
LNAV MDA	440-½ 414 (500-½)		440-¾ 414 (500-¾)	440-1 414 (500-1)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

AK. 17 DEC 2009 to 11 FEB 2010

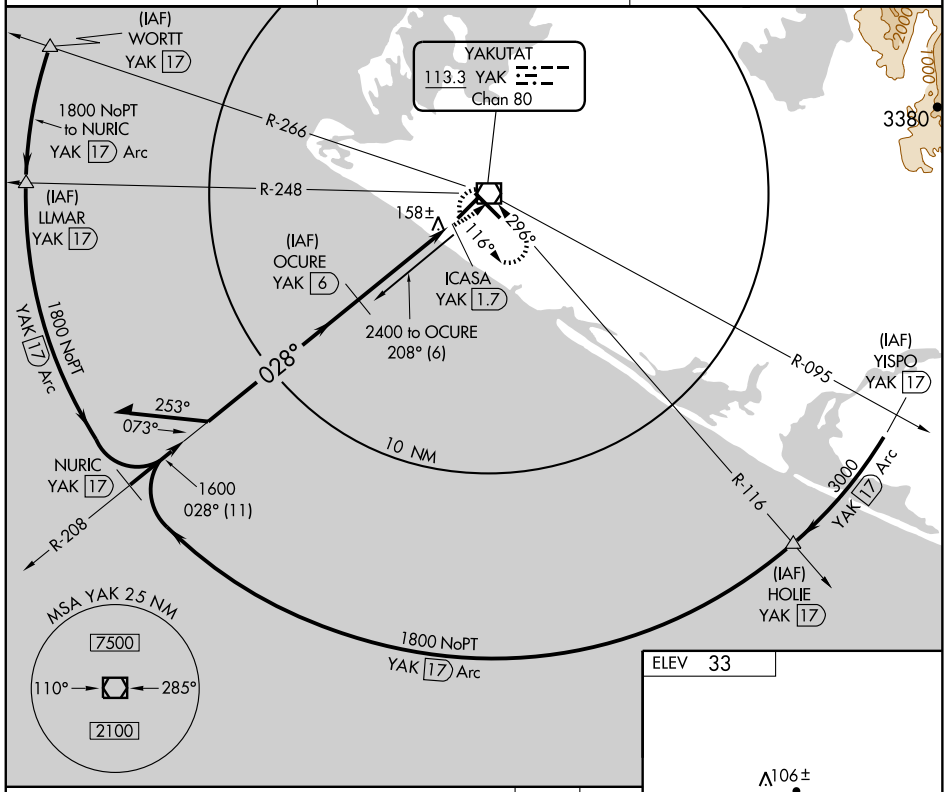
VOR/DME YAK 113.3 Chan 80	APP CRS 028°	Rwy Idg 5087 TDZE 25 Apt Elev 33

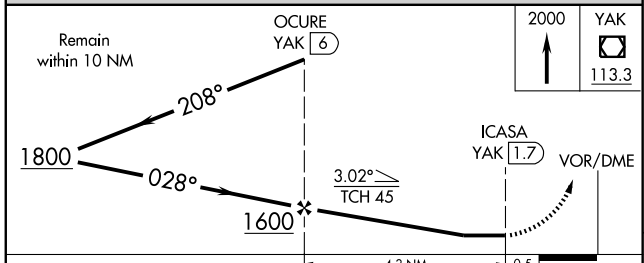
VOR/DME RWY 2

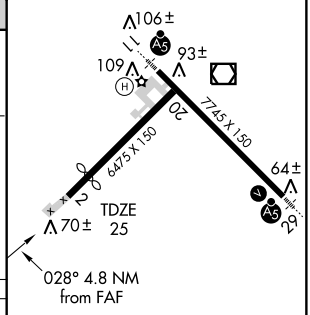
YAKUTAT (YAK) (PAYA)

MISSED APPROACH: Climb to 2000 direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2







CATEGORY	A	B	C	D
S-2	420-1 395 (400-1)			420-1¼ 395 (400-1¼)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

HIRL Rwys 2-20 and 11-29 L

AK. 17 DEC 2009 to 11 FEB 2010

YAKUTAT, ALASKA

AL-1193 (FAA)

VOR/DME YAK	APP CRS	Rwy Idg 7745
113.3	091°	TDZE 33
Chan 80		Apt Elev 33

VOR/DME RWY 11

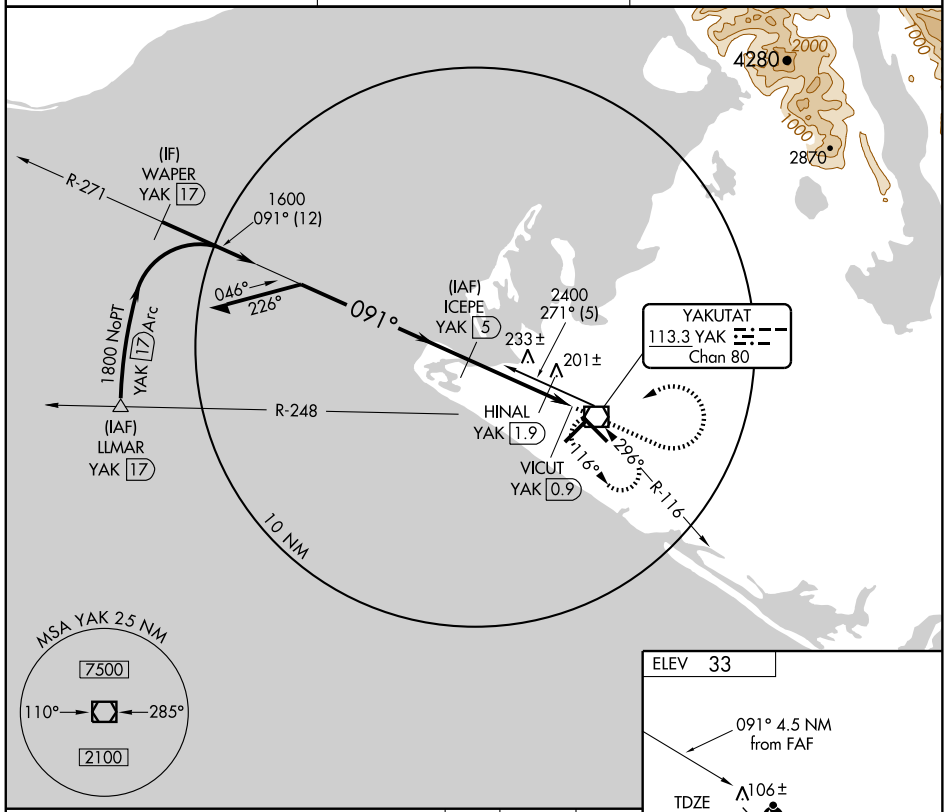
YAKUTAT (YAK) (PAYA)

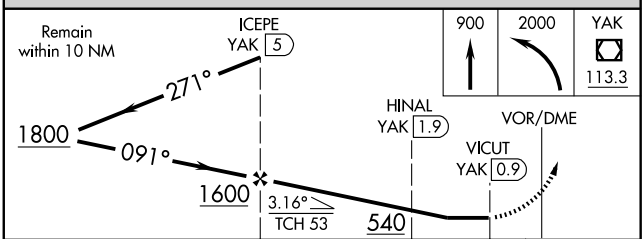
NA — For inoperative MALSR increase Cats A and B visibility to RVR 5000.

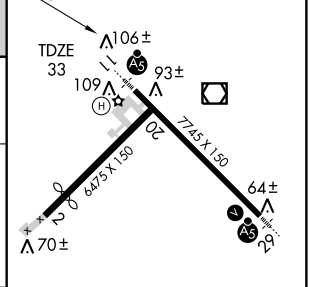
MALSR

MISSED APPROACH: Climb to 900, then climbing left turn to 2000, direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2







HIRL Rwys 2-20 and 11-29 L

CATEGORY	A	B	C	D
S-11	460/40 427 (500-¾)			460/50 427 (500-1)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

AK, 17 DEC 2009 to 11 FEB 2010

VOR/DME YAK	APP CRS	Rwy Idg 7745
113.3	305°	TDZE 26
Chan 80		Apt Elev 33

VOR/DME RWY 29

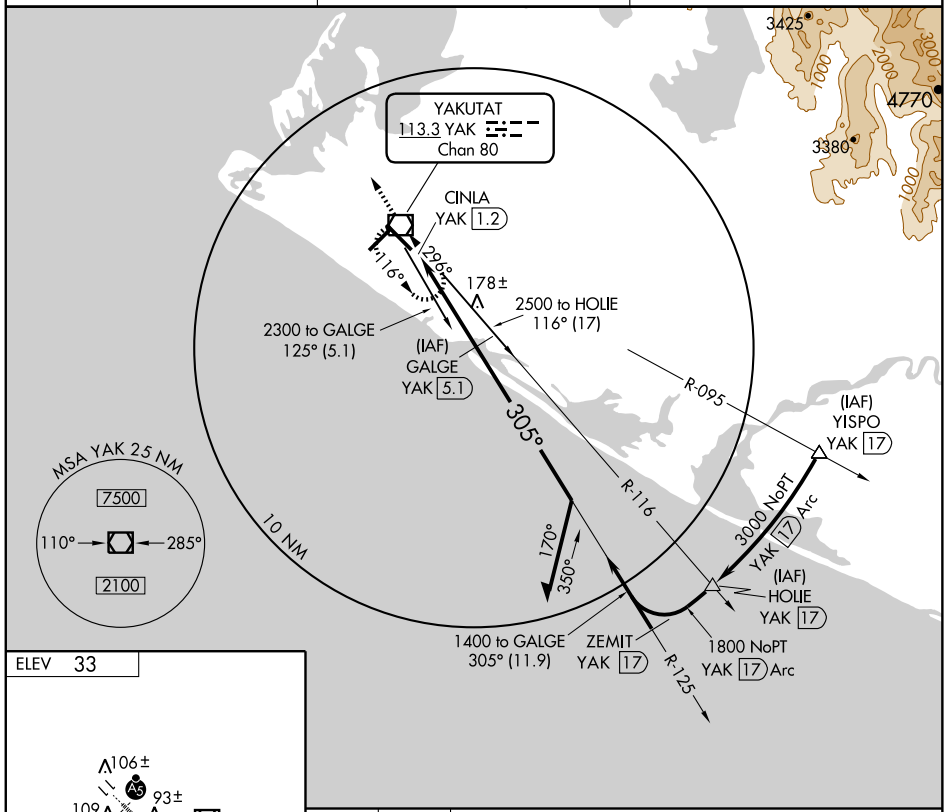
YAKUTAT (YAK) (PAYA)

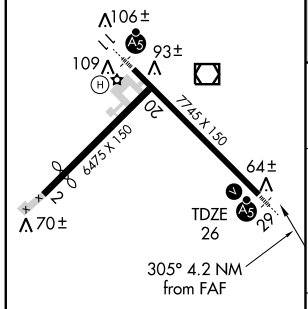
For inoperative MALSR, increase S-29 Cat. D visibility to 1¼.

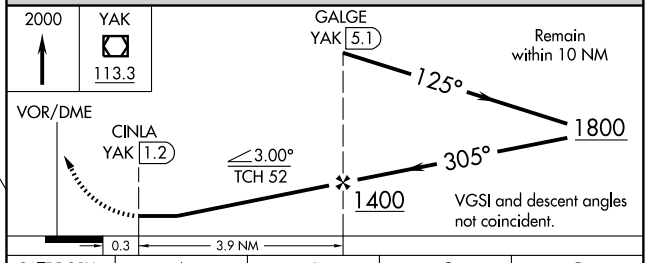
MALSR

MISSED APPROACH: Climb to 2000 direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	ANCHORAGE CENTER	JUNEAU RADIO
135.75	119.0 263.1	123.6 (CTAF) L 122.2







CATEGORY	A	B	C	D
S-29	440-½ 414 (500-½)		440-¾ 414 (500-¾)	440-1 414 (500-1)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

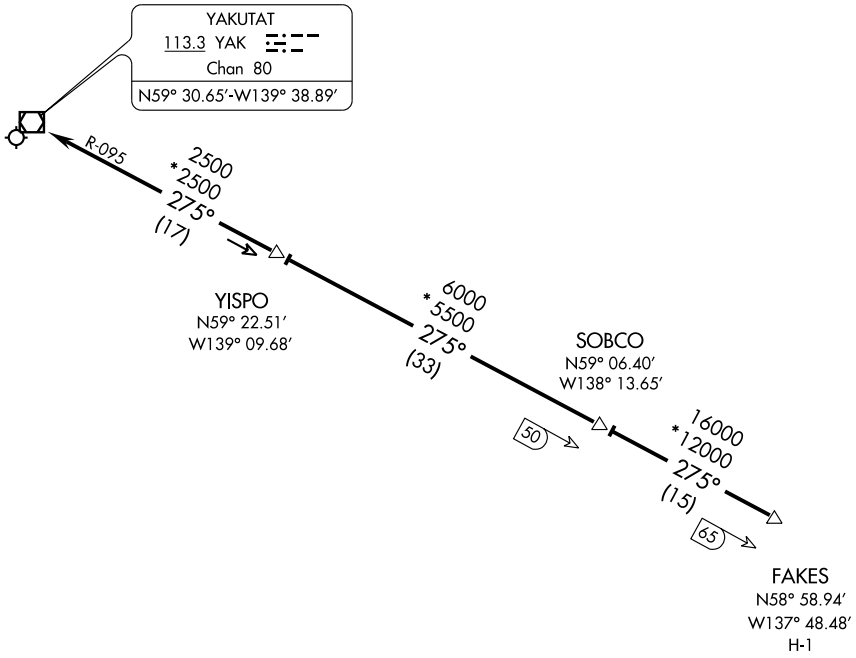
HIRL Rwys 2-20 and 11-29 L

AK. 17 DEC 2009 to 11 FEB 2010

YAKUTAT TWO ARRIVAL (YAK.YAK2)

YAKUTAT
YAKUTAT, ALASKA

ANCHORAGE CENTER
119.0 263.1
JUNEAU RADIO
123.6 (CTAF) 122.2
ASOS 135.75



NOTE: DME Required.

NOTE: Chart not to scale.

From over FAKES via YAK R-095 to YAK VOR/DME.